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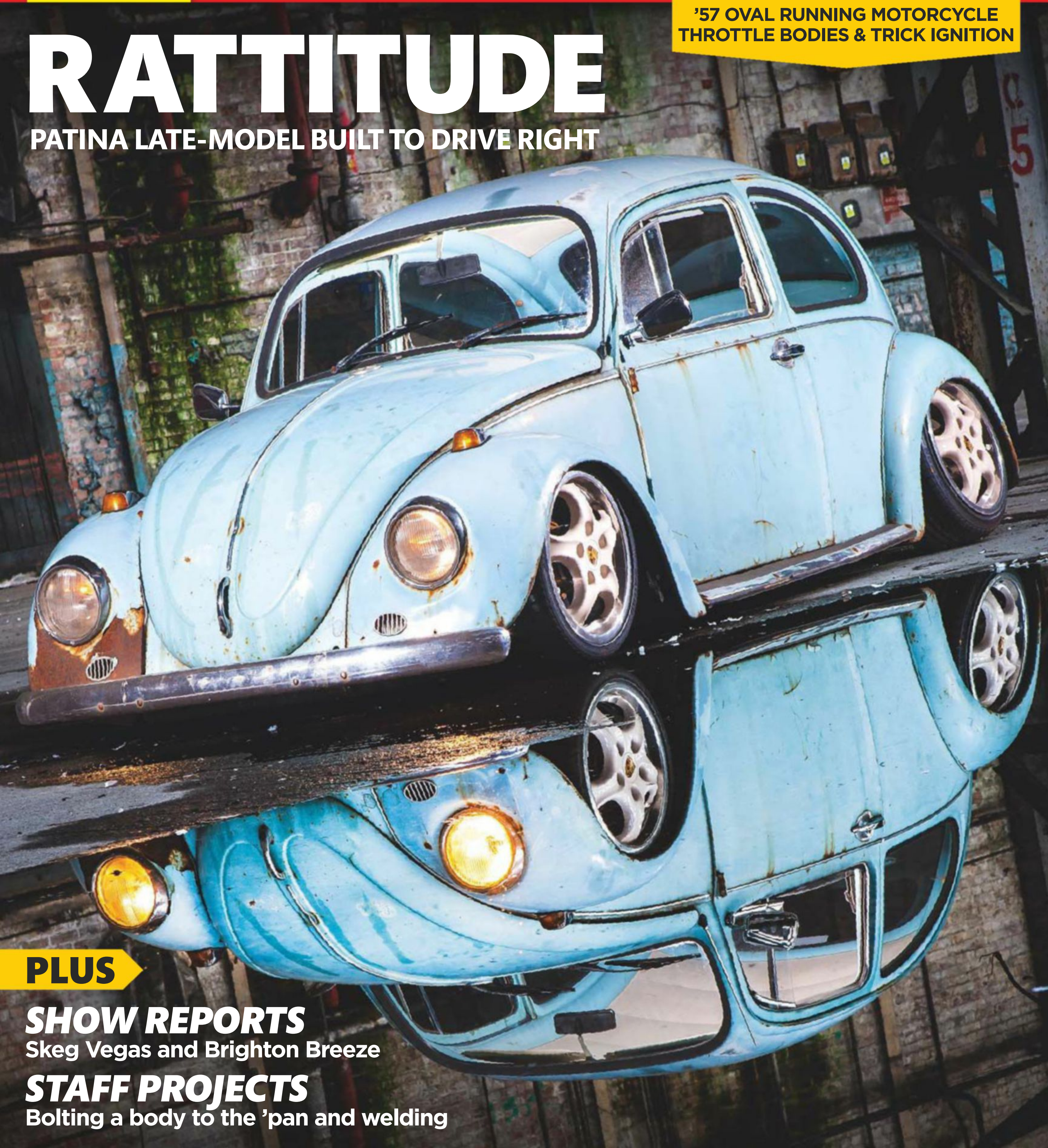

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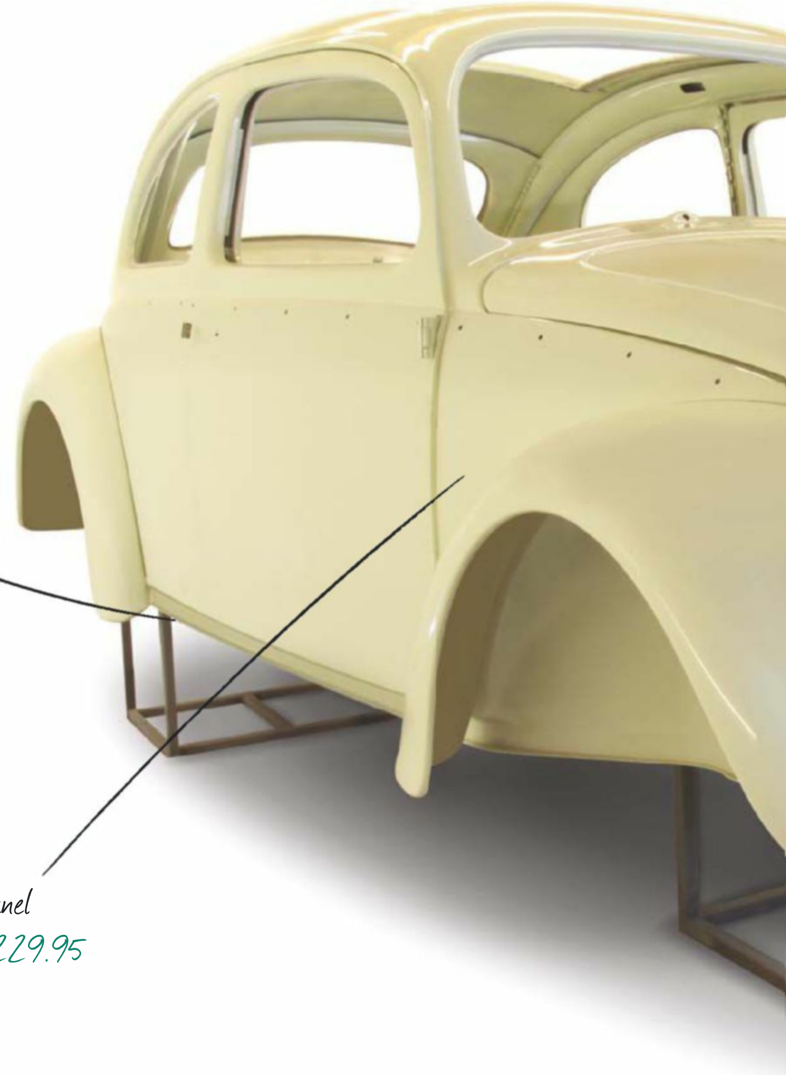

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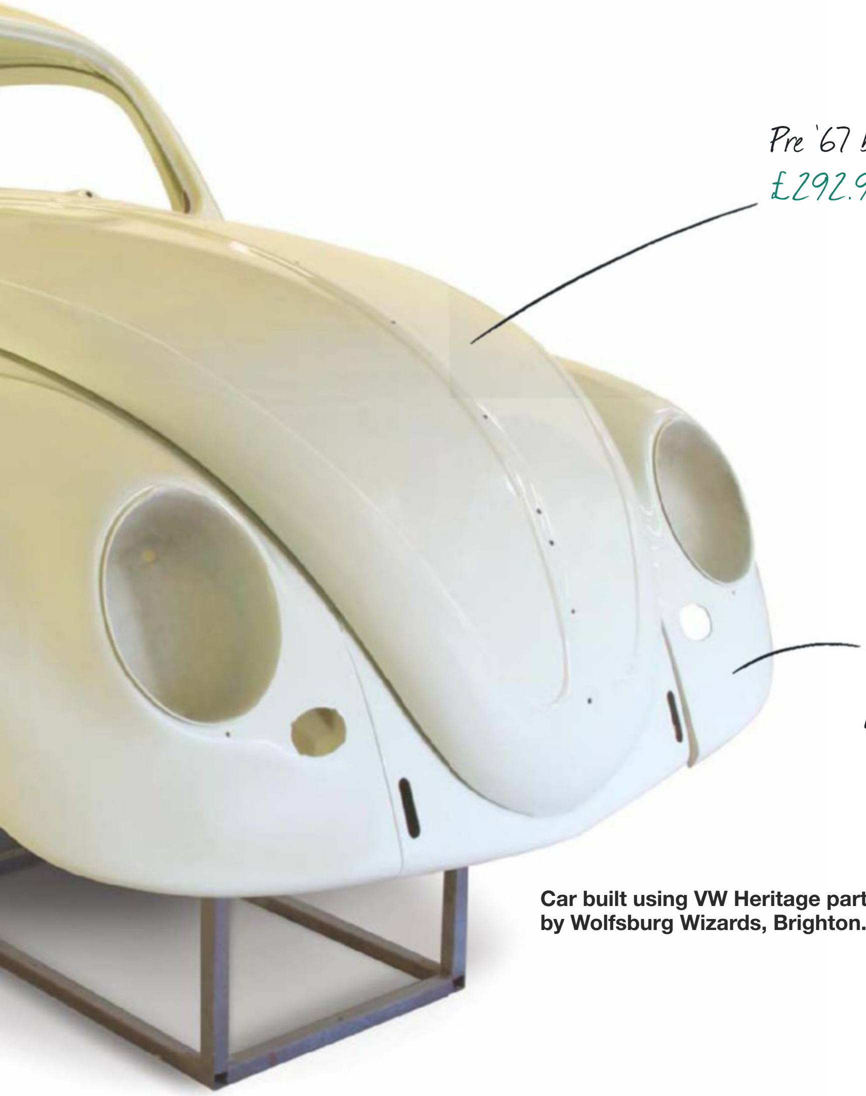

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TES ENGINES

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These are high-performance alternatives, built to 1641cc. Assembled with the same new components as the 'Silver' engine, but fitted with big bore barrels and pistons, brand new cylinder heads **and** a new 009 distributor. Built to run on unleaded fuel. Exchangeable for 1300 or 1600cc.

BIG BORE PLUS

As above, but built with a brand new crankcase.

DIY PRICE: £1,499

BIG BORE SUPER STREET

Same specification as the 'Big Bore', but fitted with a fast road camshaft.

DIY PRICE: £1,149

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Built to the same specification as the 'Super Street' engine, but fitted with a brand new crank case.

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BIG BORE TRANSPORTER 2400cc

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DIY PRICE: £2,199

WATER-COOLED TRANSPORTER 1900-2100cc ('83-'90)

New: main/big end bearings, valves, guides, springs, barrels, pistons, rings, small ends, oil pump, plugs, seals, gaskets; refaced flywheel; reground crank; crack-tested crankcase and cylinder heads.

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PRACTICAL VolksWorld

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WELCOME TO THE MAG

What are your thoughts on this month's cover car? I know it will divide opinion, but if everyone thought the same way the world would be a much duller place.

Since becoming editor of *VolksWorld* (the August 2013 issue was my first in the hot seat) I've experienced a bit of flack from certain people and forums about my choice of cars. "He's all about patina; he doesn't like Cal Look; anything can get in the mag if it's slammed on Fuchs; blah!"

Actually, none of the above is true. Since taking over my remit has been to feature as broad a spectrum of cars as possible. In the past, the mag has been criticised for only featuring high-end, cheque-book cars that the average UK enthusiast can't relate to. So, to that end, I think pretty much any car (that isn't dangerous, illegal or in anyway misleading to the reader) is worthy of a feature if there's a good story. And we've assembled a crack team of photographers who can make anything look good, given the right conditions.

I think a lot of us forget that different people are inspired by different things. And once someone gets into a particular type and style of car they get locked in by their passion and can become a bit blinkered, forgetting that it takes all sorts to make our scene.

And so what if you're not into the whole patina thing? A lot of people are. You only have to visit any VW show to see this. And who cares if you think a certain car isn't worthy enough of a feature? That's just your opinion.

There's a place for every type and style of VW in *VolksWorld*. Who made it and for how much is irrelevant. If you build a car with passion, and we think it will inspire others to do the same, we'll always find room for it. Cheers. ■

James Peene
Group editor

Prestigious award

It is with great pleasure that we can now announce that last month's cover star, Shaun Howe's Kandy-coated '62 Beetle, did indeed make the Top 12 in the 2016 House of Kolor Prestigious Painter Award. The announcement was made at the SEMA (Specialty Equipment Market Association) show in Las Vegas, USA, on November 6 and puts the man who wielded the spray gun, Andy 'Spike' Finch of Spike's Vintage Restorations, in some eminent company in the world of custom painters. Having spoken to both of them since the announcement, we can put it no better than Shaun did: "Spike's just a bit speechless for a change!"

For Shaun it is a great honour as his car will be the first ever Beetle to appear on the House of Kolor calendar (though not the first VW, as a Beach Buggy made the cut in 2004), and we'd like to offer our congratulations to both of them for that achievement. From our position, it's further proof VWs are being recognised outside VW circles and that can only be a good thing for the scene in general.

If you'd like to see this year's and previous winners of the Prestigious Painter Award, head to the Gallery on www.houseofkolor.com

VOLKS WORLD
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TIKI PICK-UP

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BJ's Speedshop

This month brings the opening of the new BJ's Speedshop online store! With their focus on quality, air-cooled performance parts, you can be sure to find something to tempt you, whether you are looking for some bolt-on horsepower or a complete, turnkey engine.

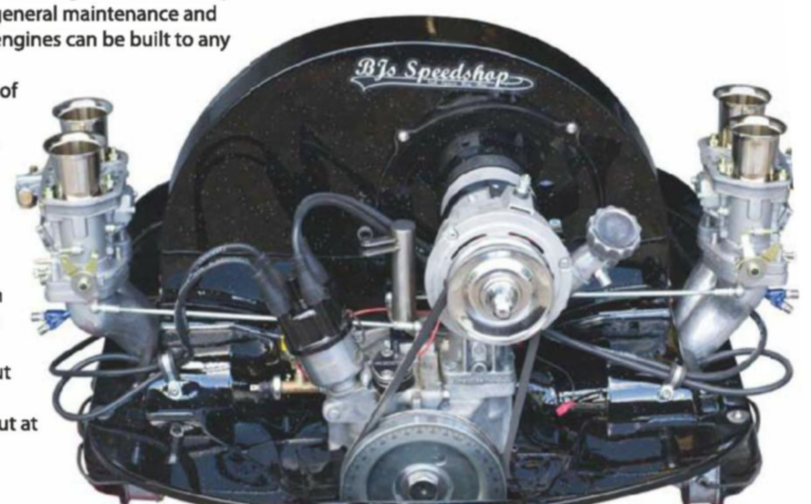
BJ's Speedshop has been emerging onto the scene over the past five years or so, but the past 18 months has seen this family-run business really start to gather momentum.

Based in Crowborough, in the heart of Sussex, BJ's Speedshop provides a range of services for your classic VW. As well as general maintenance and repairs, performance engines can be built to any custom specification.

With over a decade of experience in working with classic cars, these guys have a wealth of knowledge and expertise, leaving you safe in the understanding that your pride and joy is in the extremely capable hands of people who are as passionate about your VW as you are.

All work is carried out at their fully-equipped workshop. Customers are free to pop in for a cuppa and check out the workshop, and there is also an exclusive discount code for *VolksWorld* readers. Quote the code BJWINTER10 and you will recieve a 10% discount on a minimum spend of £50, for all initial orders. This offer ends on January 31, 2016, so don't miss out.

So, whether you are looking for anything from an oil change to a full engine re-build, or performance parts for your own build, give the friendly team at BJ's Speedshop a call or visit the website at www.bjsspeedshop.co.uk



PRODUCTS

Selling a new product? email volksworld@timeinc.com

Dropped spindles

From: www.machine7.com Price: £134.50

The quickest and easiest way to lower the front of your Beetle, these replacement spindles have a drop of 2.5 inches. Perfect for a mild drop or for going super low with an adjustable beam. These are for use on pre-'65 wide-5 drum brakes, but disc brake spindles are also available

King and link-pin kits

From: www.machine7.com Price: £25.50

If you're fitting the dropped spindles above, or there's wear in your existing king and link pins, a new set from Machine7 makes a good deal of sense. The king-pin kit costs £25.50 and the link pins are £39.50

3D garage letters

From: www.aircooledaccessories.com Price: £70

Who wouldn't want a set of these garage letters for their man cave? Measuring in at 21cm high, each individual letter is supplied unpainted and unmounted (photo is for reference/inspiration only). They're hand made from galvanized steel and are supplied in a raw finish to allow you to paint them in the colours of your choosing, or allow them to tarnish if you prefer

Split Bus external thermoscreen

From: www.justkampers.com Price: £49.50

Just Kampers very own external screen covers are fully insulated. They're quick to install; you simply clip the the rear edges over the top corner of the cab doors. Ideal for camping or keeping the sun out during the day, or more appropriately at this time of year, they can also be used to keep your screen clear of frost, ice and snow. These fit all Splits built from 1950 to 1967

Colourful headlinings

From: www.spaceroofs.co.uk
Price: POA

Looking for a new headlining for your Bus's roof canopy? Until now, the choice of colours was rather limited, but Space Roofs are now offering headlinings in a range of 24 colours, from a tasteful cream, through to Lollipop Red, Purple and Lime Green and Orange.

Space Roofs produce elevating roofs for every type of VW Camper and they currently come with a grey-velour, foam-backed, marine-grade headlining as standard. Visit the website for more info

Bluetooth speaker

From: www.autoregalia.co.uk Price: £25

How cool is this? A metal, 1:38-scale model of a 13-window Split that is actually a speaker compatible with any Bluetooth device. It has a USB socket for charging the battery and the headlights light up when it's turned on. To be honest, we weren't expecting much from it, but were hugely impressed by the sound quality and volume when our Jimbo blasted some of his favourite mariachi tunes through it. Available in a variety of colours, it's perfect for sitting round the campfire and listening to tunes from your 'phone

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PYE EYED

Features editor, Mike Pye, says it how he sees it

Two bald eagles and one soon to be. Phil (centre) gives Mike (left) and Steve (right) a lesson in the noble art of TIG welding

Learning on the job

Team *VolksWorld* have a rare day out, and spend it at school

For the most part, I love my job. I'm obsessed with cars, I take pleasure in writing, I enjoy talking to people about their cars and I am very fond of the small group of people I work with. But there is one frustration that comes from spending my working life writing about cars and that's that I don't get to spend as much time as I would like fiddling with them, or in the workshops of people who make their living from fiddling with them.

Consequently, any opportunity I am given to go and have a nose around a workshop I grab with both hands. Sadly, even these are few and far between these days, as the pressures of 13 issues a year and anything up to four deadlines a month mean time out of the office is at a premium, but recently the whole gang here downed tools for the day and set a course for Shropshire, the premises of Creative Coachworks in our sights. Now, you might think a 430-mile / 7+ hour round trip a bit excessive just to poke around someone's workshop, but there was a bigger draw than friends, a delicious lunch (thanks Chris and Katie!), some old cars and the inevitable garage cakes. Alan, Phil and the extravagantly-coiffured Simon had offered to give us a crash course in TIG welding, power hammering, wheeling, planishing and bead rolling. For while I make my living from writing, I love being let loose on some expensive tools, or having the opportunity to try and learn a new skill that I can apply to my own garage-based projects. All the more so when it's under the guidance of someone who knows what they're doing with them. For, as far as I'm concerned, when it comes to practical skills, there is nothing like having a go yourself.

> “I love being let loose on some expensive tools”

What do you think?

Do you agree with the ex-ginger Oracle, or do you think he's talking twaddle? Join the debate by emailing us at volksworld@timeinc.com

Steve and I have been idly talking about investing in a TIG welder for a while now, partly I think because we both just quite like the idea of it, but also because, while we are both reasonably proficient with a MIG welder (he more so than I), it has its limitations – not least the fact that the resultant welds are a lot harder, and noisier, to work afterwards, which is something to consider if you work on cars in a home garage, with neighbours. So this was something I was particularly keen to try my hand at.

After a quick tutorial from Phil and Simon, I was off, starting on some very heavy-gauge steel. I was prepared for welding with two hands and a separate filler rod to be harder than with one hand and an automatic wire feed (we didn't even get into the added complication of the foot pedal), but I found it surprisingly easy. At first. However, when it came to trying to butt join thin sheet steel – the

This was mine and Steve's first attempts with a TIG. Things rapidly went downhill after this

Top tip: wear long sleeves if you want to avoid sunburn!

Award for noisiest machine of the day goes to the power hammer. Here we're using it with a shrinking die, trying to form a bowl shape

We then transferred the work piece to the automatic planisher, in an attempt to remove some of the tool marks left by the hammer

Both these machines can use different die sets to do different work. What they have in common is they apply equal pressure every hit and remove the need for heavy, tiring, manual shaping work with hand tools

sort you might find in car bodywork – I found it significantly harder, and quickly became proficient at blowing large holes, rather than filling small gaps. In fairness, I haven't done much welding in recent years, so it was a bit ambitious to think I'd pick up a new type of welding immediately and, as the old saying goes, practice makes perfect. As I'm not an over-achiever, I'd settle for 'a bit better'.

Big guns

Then it was onto the big guns. Admittedly, no hobby car worker is likely to invest in an electric power hammer, and you'd soon have your neighbours knocking on your garage door in a rage if you did, but it was still interesting to have a go with one. I've used a wheeling machine (more commonly referred to as an English wheel) in the past and know that a professional can make what is an extremely difficult skill to master look easy. Unsurprisingly, my latent skill with that machine had not increased since I last tried, but again it was enjoyable to have another go.

Finally, what is it they say about men and tea cosies? Leave them alone in a room together and it's only a matter of time before one ends up on the head of the other. That same logic could be applied to a group of blokes and an electric bead roller. It took approximately three seconds from Phil's question, "What do you want to make?" for us, in unison, to suggest "a cock 'n' balls". I know, immature, but we don't get out much these days. We can't claim the credit for the work that followed, but Phil did us proud.

> “What is it they say about men and tea cosies?”

I'm a firm believer in that to improve any skill you have to have three things: 1) the desire to do it, 2) the opportunity to do it and 3) a reason to do it. Metalworking is not for everyone. It's noisy, dirty, difficult and requires some specialist tools. But I've always had the desire to do it, and to get better at it. I have little interest in making pointless metal sculptures, but I do have a car in my garage that, some day or other, is going to require some significant metalwork, so there's my reason for keeping my hand in, as it were. And having the opportunity to use some tools I will never have in my home garage really inspired me.

So here's my advice. If you have never tried your hand at welding, or bodywork repairs, but you have the desire to do so, get to know someone with the kit who is willing to let you have a try.

You may not be as fortunate as we were to be invited to use a fully-equipped, professional workshop, but there will be someone in your local VW club who has a welder. There may even be a small, local, specialist garage that, in exchange for a box of doughnuts and a bit of sweeping up on a Saturday afternoon, might let you have half an hour 'on the tools'. You'll pretty quickly work out whether metalworking is for you or not and, if it is, you can then consider buying some tools of your own. All you need after that is a reason to do it, and something to practice on, and that's where this wonderful hobby we have of messing around with old, rusty Volkswagens stands you in the perfect position. So what are you waiting for?

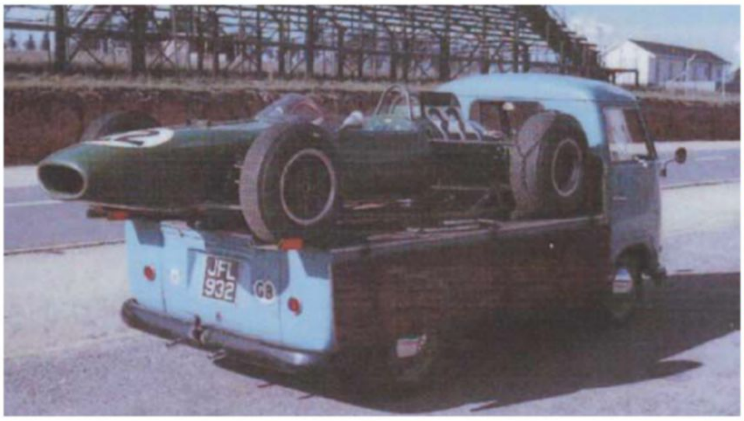
Steve enjoying his first try on a wheeling machine. Professional metal shapers make using this old-school machine look easy. Trust me, it's anything but that

The electric bead roller / swager, on the other hand, is much easier to master. Here's Phils' demo piece…

LETTERS

Share your views on the VW scene – email volksworld@timeinc.com

Letter of the month



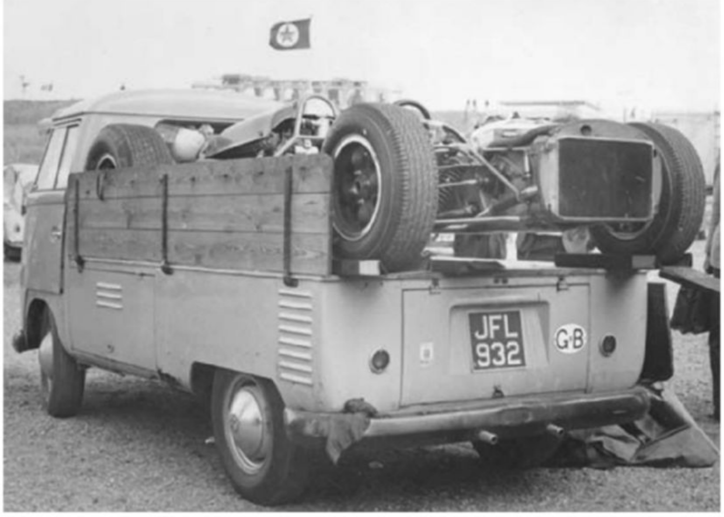
Formula gone

Richard Evans, Ashurst Wood

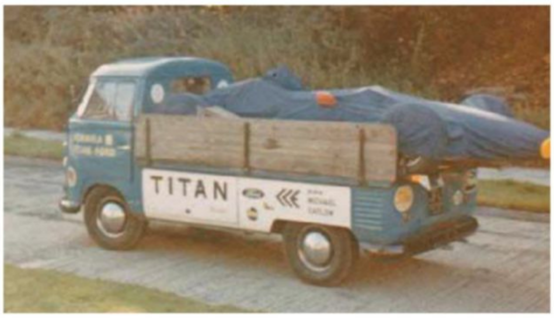
Hi *VolksWorld*, I'm trying to help the son of the late former-F1 driver Bob Anderson to locate the Split Screen Single Cab in the pictures.The Pick-Up was registered on July 28 1959 according to the Records Office in Huntingdon. Sadly, Bob died in a motor-racing testing accident at Silverstone on August 14 1967 and it's not known what happened to the truck after that. I know it's a bit of a long shot trying to find it after so many years, but if anyone knows anything at all about it they can email me at merrythought@btinternet.com or call me on 07947 058934.

Kind regards, Richard

This is a picture that's been bandied around for years, but we've never had any info on it before or any clue if the vehicle is still out there. If anyone can help Richard that would be fantastic. - JP



^ Being put to good use, but what happened to it?



> Searching the internet turned up another gem of a picture. Check the sporting livery. Where is it now?

Trust my
blues

Trust my blues

Kari Hongisto, Finland

Hellow! Greeting from Finland.

I've produced a new blues album called *Trust My Blues*. In the front cover there drives an old VW Kleinbus, straight to the Atlantic Ocean.

It is springtime in the year 1983. In the cover photo young, happy folks in a Kleinbus wave their hands, feeling high. After hundreds of kilometres driving from Finland through Europe they had arrived in France, where they run the VW Kleinbus (model year 1964) straight to the Atlantic Ocean, which reaches far away to the homeland of blues. How we trusted the Bus!

This photo is perhaps the most expensive one ever taken of the Bus's owner. The salty water caused such injuries, that serious repairing had to be done. But the most important thing is this very Bus is still going strong and every person in this photo owns the new blues album now. And also the blues is still living. But even this is not the whole story. When the producer and composer of this album, Finnish blues-enthusiast Kari Hongisto, had his first blues band in the late '60s, you may guess, what was the band Bus during the gigs? Surprise – a VW Kleinbus of course! The album is the story of a long, bluesy journey and is a tribute to this genre, to the roots of rock. You can find these songs also on Spotify by either the name of the album or the composer. Enjoy the ride!

We'd be singing the blues too, if our VW was damaged by the sea. Glad to hear it all came good in the end. - JP

More doors

Mark Bridgeman, via email (Trekker and Type 25 owner)

Hi *VolksWorld*, great mag, but I just thought that I'd point out that the 412 saloon isn't the only four-door that VW built as stated by David Hill in last month's readers' rides page. The Trekker, or Thing, also has four. Not sure if the early air-cooled Type 25s were made in the Tristar spec as these are four-door as well. Cheers

You are, of course, absolutely right Mark, and to prove the point, there's even a four-door in this very issue. Consider us corrected. - JP

> Some people hate 4-doors so much they even delete a few from their VW…

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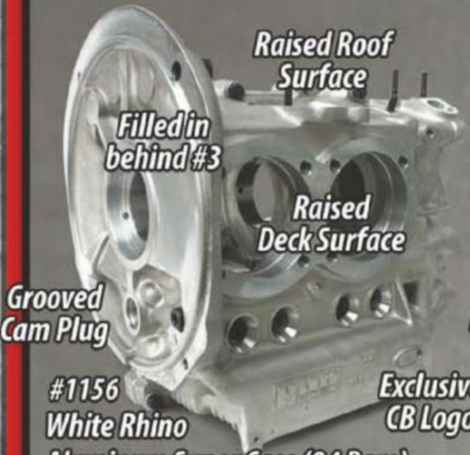

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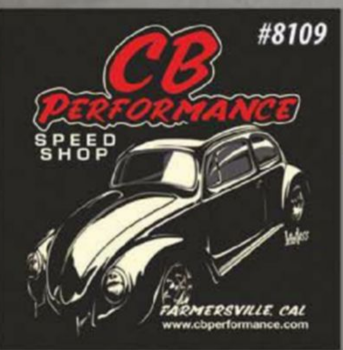
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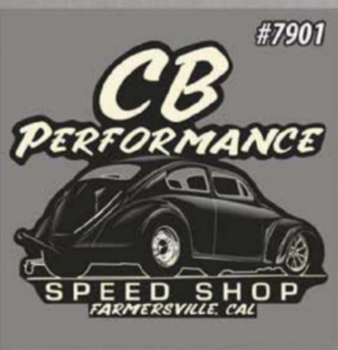
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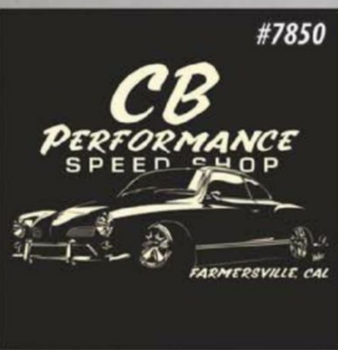
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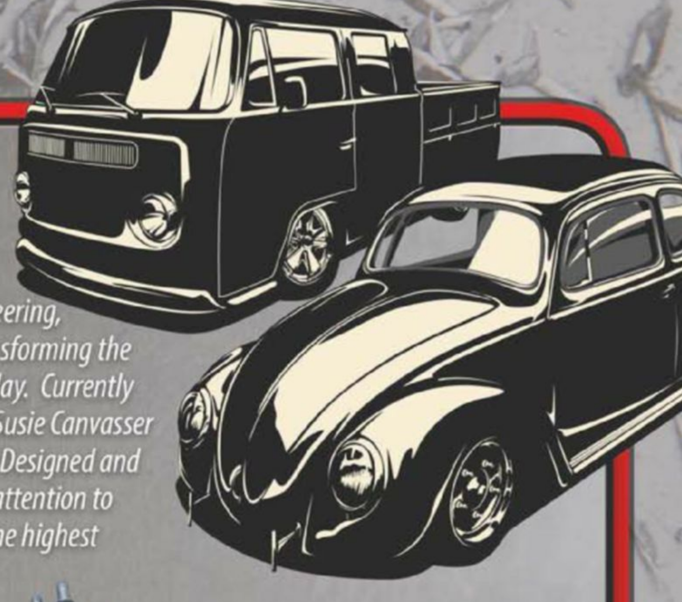

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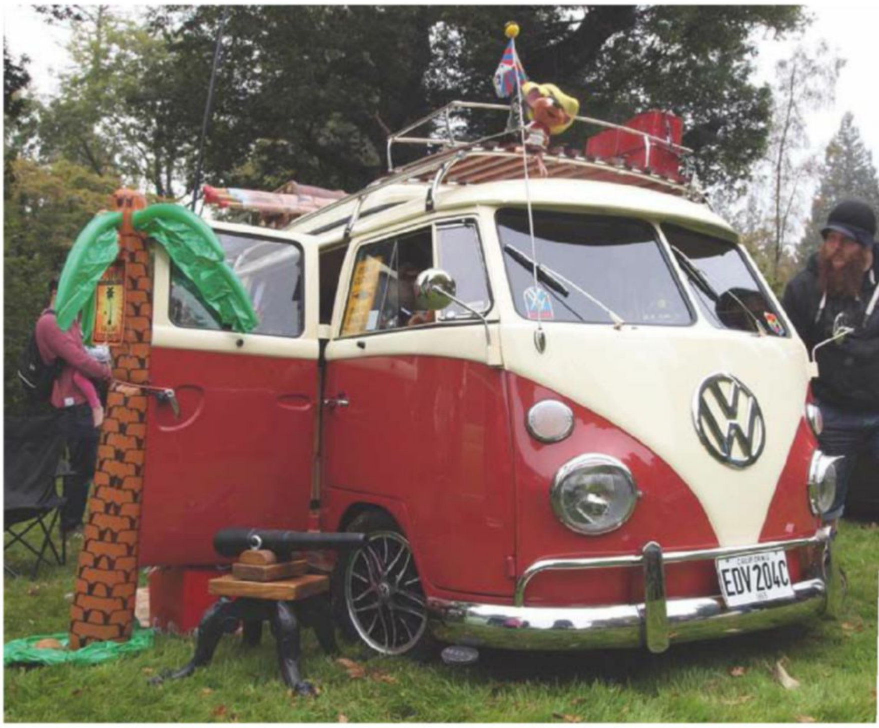
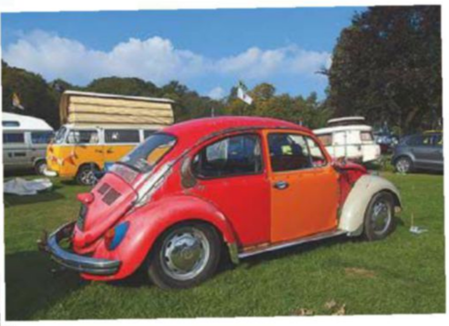


‘65 Split owners set up their own Pirate Island complete with palm tree and cannon!

Harlequin Bug or work in progress? A few cars have dedicated parts to the cause



The camp restaurant and bar was busy all weekend with pirates or recovering partygoers.

Oktoberfest

Pirates and VWs, it’s a winning combination

Words and photos Alan Cooper

Oktoberfest was set up in a different way to many shows. Rather than the focus being the cars and vans it was more of a camping event aimed at the people who were in to VWs. It’s grown and grown and has settled in nicely to it’ new home at River Dart Country Park.

The only real car show part of the event is the show ‘n’ shine held on the Sunday afternoon and doesn’t follow the normal script with specific classes, but rather trophies for categories such as ‘Most Original Conversion’ or ‘Best Stickered Van’ or even ‘Best Speedbump Detector’.

This year was nicknamed ‘Hooktoberfest’ with a pirate theme for the Friday and Saturday night fancy dress, with prizes for the best dressed family in the kid’s disco. There was also a live band and you could watch the rugby in the main bar

Walking around the venue gave me a chance to stop and natter with many owners and hopefully picking up a feature vehicle or two for one of the titles here at *VolksWorld* HQ.

Another year and another success it has to be said, the show is such a relaxed and laid back affair it’s no wonder that again this year the tickets were sold out weeks in advance.

It’s definitely one for the calendar for next year. ■

Late Split looked just right sat on steels and on the deck

Plain and simple approach was a refreshing change to this Dove Blue Kombi

An inspiration to a generation of VW fans including the owners of this Bug.

EVENTS AND CLUBS

Let us know about your VW event or club – email volksworld@timeinc.com

We're guessing this Deluxe is now running camping interior

The ex-T2D Lowly Gentleman Bay, as usual, got plenty of attention

A great effort from many for the Saturday night fancy dress

Super clean late model Westy caught our eye

A clean and simple approach was evident to this '66.

Gnarly 141 complete with enormous antenna still fitted. Love Trekkers!!

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The team

EDITORIAL 020 8726 8353
volksworld@timeinc.com
GROUP EDITOR: James Peene
GROUP ART EDITOR: Steve Gosling
GUEST SUB EDITOR: Barbara Stanley
EDITORIAL ASSISTANTS: Elizabeth Spence, Nicky McKirdy

CONTRIBUTORS: Richard Gunn, Mark Walker, Georg Otto, Gordie Woollacott, Ivan McCutcheon, Alan Cooper, Paul Cowland, Steve Parsons, Bullymeister, Thru-a-lupe Photographic, Patrick Hille, Steve Sharp, Laurens Parsons

PUBLISHING
MARKETING MANAGER: Adrian Vaughan
MARKETING ASSISTANT: Oliver Vaughan
PRODUCTION MANAGER: Tom Jennings
PUBLISHING DIRECTOR: Alex Robb

GROUP EDITOR: Garry Coward-Williams
MANAGING DIRECTOR: Oswin Grady
SUBS MARKETING MANAGER: Rebecca Blighton

ADVERTISING
GROUP AD MANAGER: Ben Foster
ben.foster@timeinc.com 020 8726 8336
SALES EXECUTIVE: Adiebayo
Adedejiadebayo.adedeji@timeinc.com
020 8726 8335
AD PRODUCTION: Scott Jenkins
scott.jenkins@timeinc.com

VolksWorld, Time Inc (UK), Leon House, 233 High Street, Croydon CR9 1HZ Tel: 020 8726 8354. Fax: 020 8726 8399
Email: volksworld@timeinc.com Website: www.volksworld.com

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ISSN number 0954-0164

Car of the month

Bromsgrove Autotrimmers came up trumps with this awesome upholstery. It looks like vintage Formica

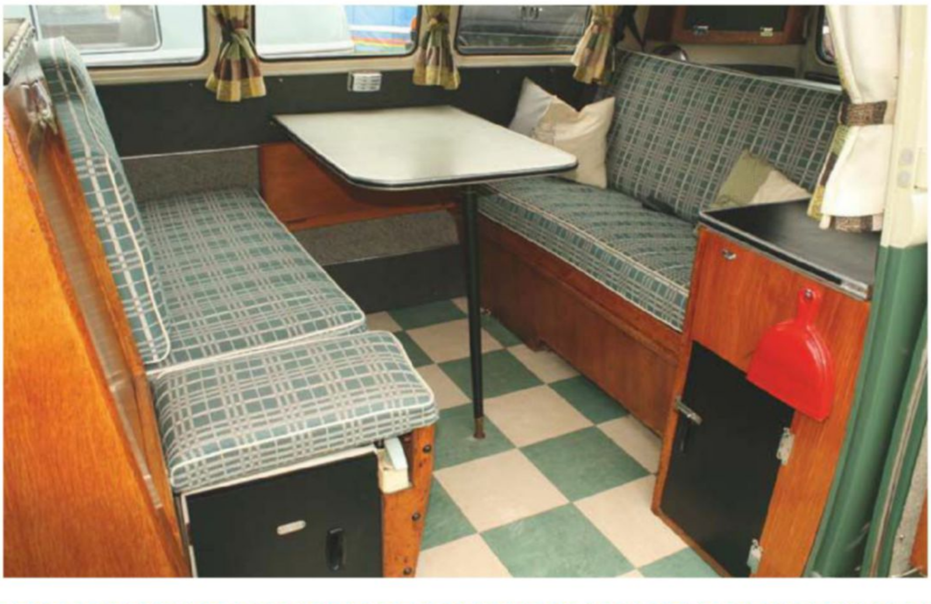
They wanted a family Camper and that's exactly what they got. Perfect

The Thomas family's 1967 Devon

The Thomas family, Ted, Liz, Grace and Luke, have owned their Split with a Devon interior for about three years and they use it at every opportunity for holidays. Lots of restorative work had been completed prior to their ownership, mostly body and paintwork, with Ted only having to carry out a little tidying here and there and some further mechanical refurbishment. Indeed the body and paint look ultra sharp on this Bus! "I removed the gearbox and sent it to transmission specialist Bears Motorsport in Solihull, Warks, for a full rebuild along with the reduction hubs," explains Ted. "The 1500cc engine had been reconditioned prior to us buying the Bus, but over the winter of 2014 I fitted twin Kadron carburettors, which has given the engine that edge in performance and acceleration."

Much of the original Devon interior has remained in a fine state of preservation, with Ted completing a little work here and there, mainly re-varnishing the woodwork and a re-veneer where appropriate. Bromsgrove Auto Trimmers retrimmed all the seats using a most attractive, patterned cloth in green and white that blends in beautifully with the rest of the interior. The original headlining and curtains have all been retained. "We think that it has been a very well looked after Bus over the years," says Ted. "When we bought the Split we wanted a family Bus that we could use as much as possible. We did look at several that needed a fair bit of work, but with the kids being quite young, we needed something to use straight away. About a week after we bought it we attended a large VW show in the Midlands."

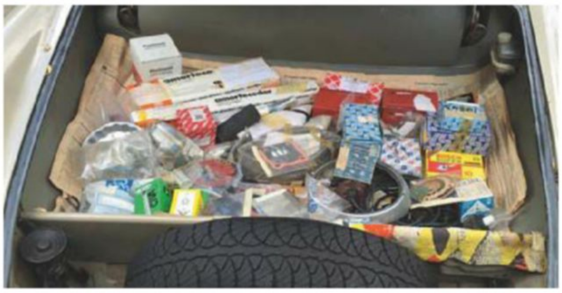
> "We wanted a family Bus that we could use as much as possible"



Original Devon cabinets have been given a freshen up with a spot of varnish here and some new veneer there. It should last another 48 years now

One previous owner and one cool purchase

Totally original and unmolested. If only they were all as good as that, eh?



A well looked after car with a bootful of spares. It doesn't get much better than that, does it?

Ed Barrett's 1968 Fastback

I thought you might like to see my new purchase. I've just bought a Savannah Beige 1968 Fastback, my first Type 3. It is an original RHD UK car and had been with the previous owner for the last 45 years! He bought it when it was just two years old and had done all the work on it, and I mean everything, welding, servicing etc, himself. He even rebuilt the engine and gearbox! If it needed a tyre change he would remove the wheel himself and take it to get the tyre replaced as he didn't want them to do the nuts up too tight when they put the wheel back on!

It's had a ragtop fitted – which I think is really unusual on these – that he had put in sometime in the early '70s. When I picked up the car he gave me all the spares he had collected over the years which filled both the front and rear boot spaces with myriad VW parts still in their original boxes. So far all I have done is put some rear seatbelts in, so I can take the kids out in it, and I've also replaced the front seatbelts too. I may change the carpet at some stage and add a period radio, but I don't plan to do much to it at this stage. I'm just looking forward to driving it as much as possible. I'd just like to thank Peter for selling the car to me, as I know how much it meant to him and I promise to look after it as best I can.

Raised-letter number plates in period-correct black and yellow always get a nod of approval from us

From white noise to orange and white noise, Jack's Baja has been on quite a journey and there's more to come we think

Old-school louvred window and noisy Bobcat Stinger add a hint of menace to the blunt end

Jack Boltwood's '72 Baja Bug

Jack Boltwood's Baja was built by his cousin's friend around 2002 and back then it was finished in lime green paintwork with black tribal flames, ensuring it really stood out from the crowd! That Baja really made an indelible impression on young Jack, who was only seven years old back then and he remembers it being parked in the road outside his cousin's house. The car was later sold and the next time he saw it was at Whitenoise Volkswagen Show at Euston Park, Thetford, in August 2014 with a 'for sale' sign on the windscreen. It was, as is often quoted, a 'no brainer' and he simply had to purchase the car, right? Of course he did.

"The 1600cc engine had a single-carburettor set-up and I wanted twin carburettors, so with the help of my dad, we took the engine out of the car, gave it a bit of a revamp and fitted a pair of Weber 34ICT carburettors," enthused Jack. "I also decided to fit a Bobcat Stinger exhaust system that I'll admit is very noisy, but I really like it!"

Jack also took the decision to get the Baja repainted and with retaining a high-impact look in mind, he chose orange and white. The interior features a new headlining under which sound-deadening material was fitted, to help create a slightly quieter environment. A good idea, especially with the Bobcat Stinger exhaust at the rear! Other creature comforts include rally-style seats with Sparco full-harness belts and the ICE system for music on the move is courtesy of an Edge set-up.

The Baja currently sits on a set of white Weller eight-spokes, but Jack has future plans to replace these. "I'd like to fit a set of wider, banded-steel wheels which will be painted Pearl White with a set of chrome-domed hubcaps which should achieve that 1970s Beach Buggy look," he states. "During the summer months I use the Baja as my daily driver." Way to go Jack!

Perhaps it wasn't quite bright enough for you in green, Jack?

READERS' RIDES

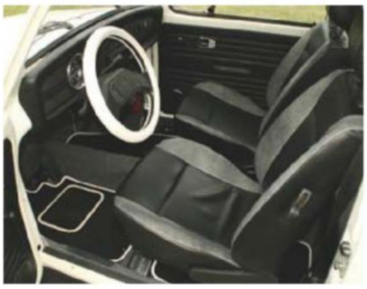
Share your VW with the world! email volksworld@timeinc.com

It's great to see Mexican Beetles getting some love

Jason & Lisa Ord's Mexican Bug

When Jason and Lisa Ord bought their Mexican Beetle around four years ago, it was slightly the worse for wear bodywise, with rusty patches at the bottom of the doors and below the windscreen, and the interior was ripe for a little rejuvenation, too. The first job was to sort out the bodywork, so the rust was duly eradicated, followed by a complete respray. One idea was to transform the car to look like a Herbie replica, but not being from the same era, it wouldn't look remotely original, so that idea never came to fruition. "Just about every interior part that could be removed, was taken off and replaced, and we ended up with just about a bare 'shell," says Jason. "Things like the window rubbers, carpets, seat covers, headlining, dashboard and doorcards all came out and were replaced. Mechanically the Beetle was in very good order, as the 1600cc engine had only clocked up around 25,000 miles from new." One interesting and personal touch is the chrome exhaust trim in the shape of a heart!

"We made the new seat covers and headlining ourselves, using the same coloured black-and-grey fleck vinyl material," enthused Lisa. "We'd never really sewn or retrimmed anything prior to tackling the Beetle. We picked apart the original seat covers to see how they were all made, then purchased ourselves a sewing machine and used the old covers as a master pattern. We spent many nights making the covers and headlining, often up until 4am!"



We're glad the Herbie thing never came off. Clean and simple works for us

Jon and Lisa had never sewn before, but that didn't stop them making their own seat covers. How cool is that?

WANT TO SEE YOUR CAR IN VOLKSWORLD?

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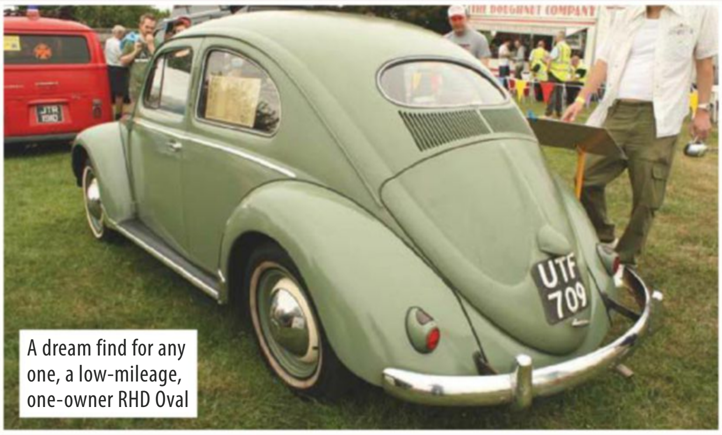


A dream find for any one, a low-mileage, one-owner RHD Oval

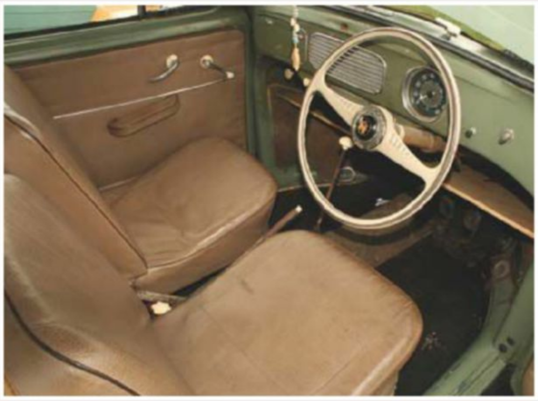
Toby Hoath's 1955 Oval

Garage or barn finds that have survived intact, requiring no major resto work and that are beautifully patinated throughout, must be high on most enthusiasts wishlist. Toby Hoath was fortunate enough to find just such a car, one that had been garage-stored for 42 years in Lancashire.

The '55 Deluxe left the Wolfsburg factory in 1954, was shipped to a UK dealer in Lancashire where, on February 14 ,1955, it was bought new by Harold Waring of Preston. The car was then sold in 1957 to James Collings, who ran it for two years and then sold it to Arthur Middlehurst, who kept it until 1963 when it was sold on to Douglas Leach, and in 1965 was acquired by Raymond Bradbury. He used the car up until 1972 and then parked it in his garage.

It stayed in the garage with only 24,259 miles on the clock, until being discovered in 2014. Raymond Bradbury and his wife must have passed away, and the Beetle was found during a house clearance. Sitting on the back seat were all of the old MoT certificates and original, buff log book. The car has since been sympathetically recommissioned for the road again. Most of the paintwork is original, other than the wings having been blown in to tidy things up and the floorpans have also been painted to protect them.

The interior is totally original and has undergone a major clean up, to which it has responded very well. The braking system has been refurbished where necessary, and the original engine runs well, but not without a petrol lead-replacement additive. According to Toby, without the additive the engine wouldn't run at all! He also reports that the Beetle drives really beautifully, almost like new. This timewarp car is back on the road again where it belongs!



Steering wheel has a bit of wear, and the carpets have seen better days, but this looks just about perfect to us

With less than 25,000 miles under its belt, this 30 horse has only just been run in

Spare-wheel tool kit, looks like it's been with the car from new too, what a top score

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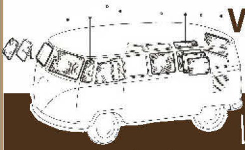

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Blue sty thinking

It might look like a ratty pig with one wheel in the scrapyard, but a lot of thought, time and effort has gone into making this Marina slammer look as bad (ass) as this

Words James Peene **Photos** thru-a-lupe photographic

One of the undoubted perks of being the editor of this here magazine is I get to cherry pick the pieces I write. So, it was always written in the stars that it would fall to me to put finger to keyboard and bash this feature out. You see, late-model Beetles are more often than not deemed unfashionable in our scene. But I make no bones about it. I adore Marina Blue Base Model Beetles. I had one as my first car and would have it back in a heartbeat, if only its current owner would sell it back to me... But it wasn't this car. No, this poor unfortunate (on the surface of it at least) is owned by Bristol's finest, Spencer Pritchard, who happens to be a chap I know fairly well, having first met him a few years back, when I was in the process of selling a car to his good friend and mentor Clive Allen.

> “Compared to my old Bug, this one drives like a Bentley”

Sadly, Clive is no longer with us, but I remember well the day he turned up with Spencer and clocking his armful of tattoos, or “twattoos” as he's rather amusingly dubbed them. Which is pretty apt, because legend has it our man of the hour got a little tipsy one night with a chum and bought a tattoo machine off eBay. Oh dear… You can guess what happened next can't you? That's right, another night on the cider and the tattoo machine came out. Spencer's arm is now adorned with stick men, Pacman, ghosts and various other examples of, for want of a better description *body art*. And rumour has it that of the pair, he's the one who came off best from that night of imbibing and scribing. So now you know a bit about the man, you can begin to see why this is the sort of car he would drive…

Only that's where you're wrong, because Spencer has done a good deal of growing up since our first encounter. He had to. You see, when Clive passed away, Spencer stepped into the breach and took over Clive's business, The Old Dub Shop (www.theolddubshop.co.uk, tel: 01275373655). Driving around in a slammed sh*tter is all well and good when you're a young kid with no responsibilities, but when you've got a business to run it just doesn't project the right kind of message. So, whilst this Marina Blue Bug might look like total POS (that's piece of sh*t) on the surface, that's not the case underneath, is it Spencer?

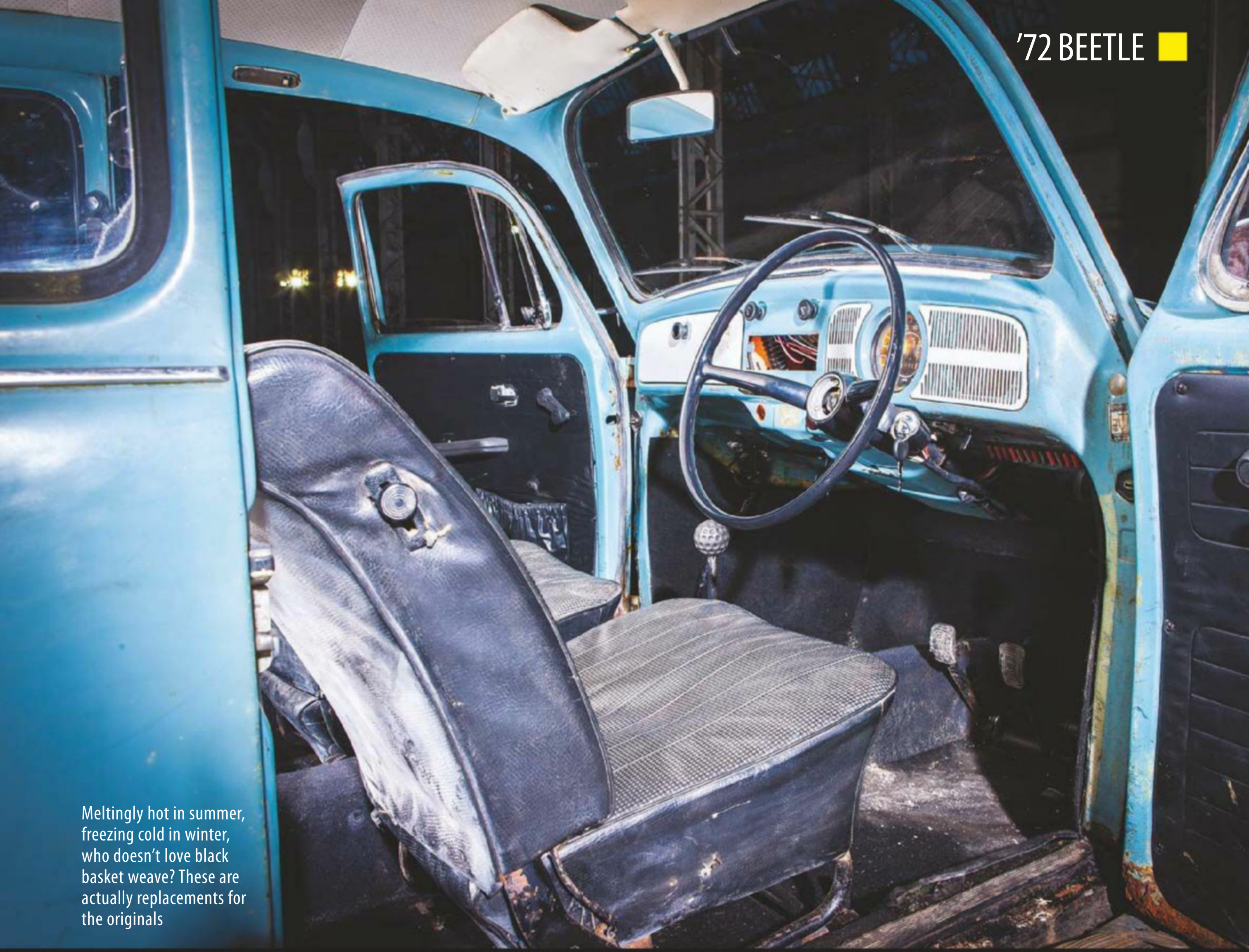
Business and pleasure

“Now I have a business to run, one that specialises in fixing, maintaining and restoring Volkswagens, my car needs to be proper. I can't have a customer see me on the hard shoulder with a wheel off – my car has to be right mechanically, with everything done properly and safely, even if it looks like this on top.

“It was just about the lows when I was a kid, it was just fun, but if I met my 17-year-old self now I'd have a word. I've no time for banging around in stupidly-slammed cars. I've learned that it's about *how* you get a car low, and to do that you have to think and do it properly.”

No arguments so far, but why this car? Spencer: “It started with the wheels, which I'd bought to go on my Oval, but then this car came along. I had a Fastback, but really fancied a Beetle to drive whilst the Oval was off the road. It was owned by a 17-year-old girl in Tewksbury

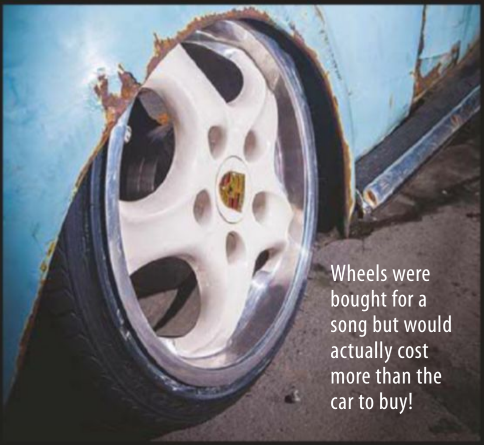
There's a bit of camber, but not as much as there could be on a car this low



Meltingly hot in summer, freezing cold in winter, who doesn't love black basket weave? These are actually replacements for the originals

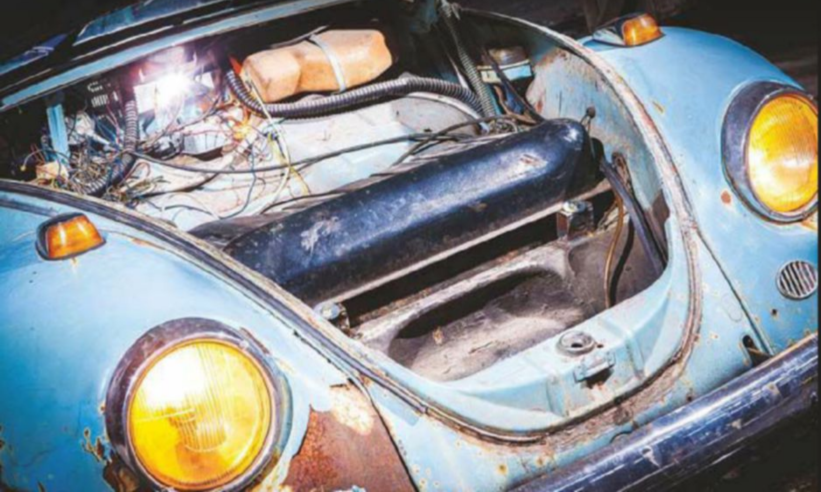
BEHIND THE WHEEL

"There's a world of difference between how this car and my old '66 drives. Compared to my old Bug, this one drives like a Bentley. The beam raise has given it some suspension travel, so it actually drives like a Beetle that's only been lowered on spindles. It drives mint as it doesn't bump or scrape, but the turning circle is shite and speed bumps are a dick! I definitely get some funny looks when I do my shopping and I pretty much drive it daily. I'll never sell it, it makes me smile too much, and I will restore it, one day...

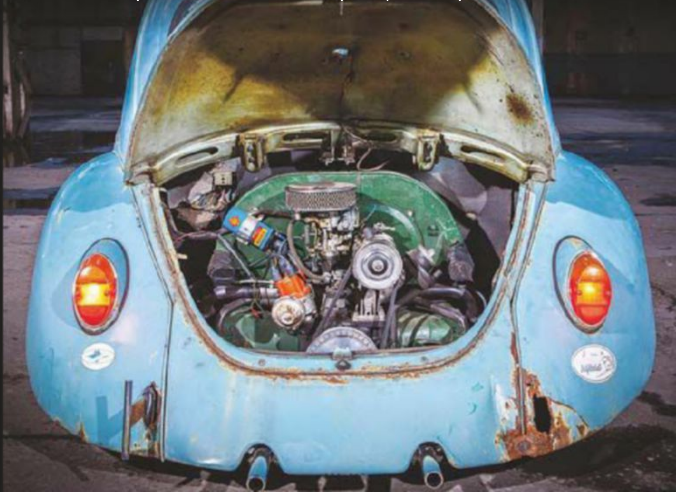


Wheels were bought for a song but would actually cost more than the car to buy!

In this pic you can clearly see a rat's nest of wires and the raised fuel tank



The engine went pop on the way home from this photoshoot, so a healthier and prettier 1600cc has subsequently taken up residence



and I swapped the Fastback for it. To be honest, she got the much better end of the deal. But I've always had a thing about late-model Beetles, especially Marina Blue ones, and as soon as I saw this car it just looked at me and sort of said "Can you save me?" so I just had to have it. You know what it's like sometimes. I've already saved one Marina Blue Bug from a scrapyard and just had to save this one. I love all VWs but Beetles are where it started for me."

> "By raising the beam there's now a good 1/2 inch of clearance"

Despite outward appearances to the contrary, the ever enthusiastic Spencer says the body wasn't as bad as it looked. "I had to patch up the heater channels and spare-wheel well for the MoT, but the roof and gutters are mint. It had been lowered really badly though… Basically, someone had done to it what I used to do to VWs when I was 17 and before I knew any better. Not a single f*ck was given! When I bought it, the front was running a 6-inch, narrowed beam without any shocks. It was proper nasty."

It obviously couldn't stay like that, and the plan to sort the suspension out was hatched the moment Spencer clapped eyes on the car, only this time it would be done right.

The old switcheroo

"The old beam was switched out for one of our own 3.5-inch, narrowed beams that we make in-house. It took a lot of figuring out before breaking out the angle grinder, but this is exactly the sort of stuff I really enjoy. Fitting it in around customers' cars meant that I could only work on it in my spare time, so it ended up taking three weekends in total.

TECH INFO

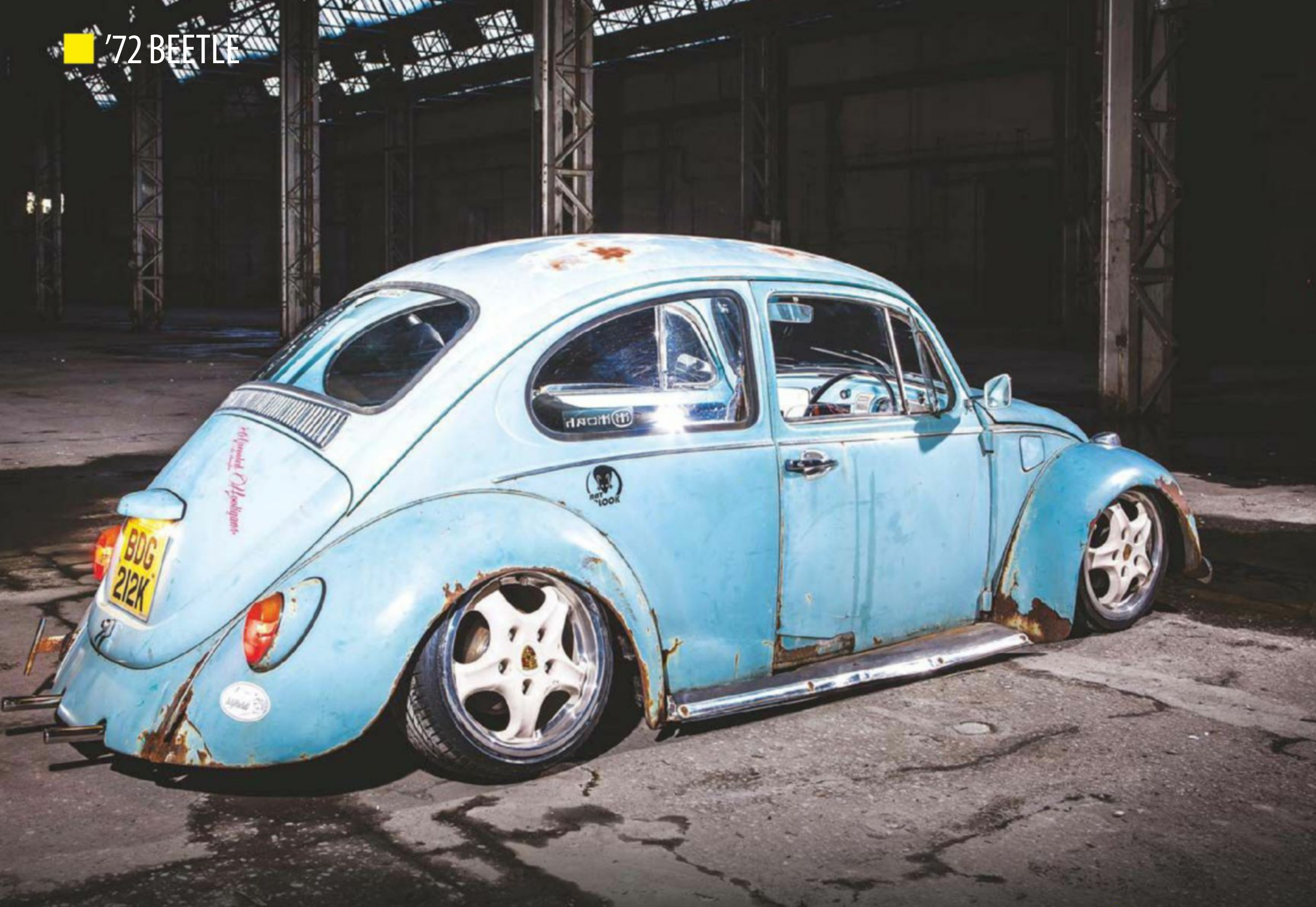
BODY: '72 Base Model 1200 in L54D Marina Blue, frame head raise and flat 'pans
INTERIOR: Black basket-weave vinyl
ENGINE: 1600cc single port
GEARBOX: Stock 4-speed
SUSPENSION: 3.5-inch, narrowed beam; dropped spindles; beam raise; Bugpack slam shocks; Porsche-pattern discs up front and drilled drums on rear

"The plan was always to run a static slam, but one that rode as close to stock as possible. To achieve this the only way to go was a beam raise." Sounds easy when you only have to read those words, but the first couple of days were spent measuring and carefully cutting out surplus metal. "To my mind, this is without doubt the best modification I've ever done and I'd recommend it to anyone who wants to go low but still have decent ride quality. The swan-neck framehead isn't something you can see easily [*we know, we wanted pictures of it for the feature! - JP*] but by raising the beam there's now a good half and inch of clearance under the front end, so even with the car as low as this, the beam doesn't come into contact with the floor. Like I say, it's all about *how* you lower a car, not *how much*."

Raising the beam also necessitated raising the fuel tank, and none of this is something you should take lightly. You've got to be a more than competent welder to tackle modifications as serious as this and the frame head has to be put in just right. Even just a couple of millimetres out of true and the car will be out of alignment and crab down the road – and you really don't want that.

The beam raise is complimented by a pair of CB Performance dropped spindles that were kindly donated by Spencer's good buddy, Ratty. Aiding and abetting these are a pair of Bugpack slam shocks, whilst for stopping

As Dolly Parton famously said, "It takes a lot of money to look this cheap," but in this case, it takes a lot of effort to make a car drive nicely that looks like zero f*cks are given…



duties, Spencer managed to track down some Porsche-pattern front discs and redrilled rear drums on Facebook of all places. The rear was turned on the splines until it sat *just right* whilst the extended spring plates Spencer made and fitted himself mean there's a bit of camber, but the rear wheels don't kick in as much as they should on a car this low.

To cope with the car's increased proximity to *terra firma*, the floorpans have been raised. These are the original 'pans mind, not someone elses that have simply been bought and grafted in; that would have been too easy and not in Spencer's nature.

"The biggest challenge was coping with the offset of the wheels"

"The biggest challenge," as Spencer puts it, "Was coping with the offset of the Porsche wheels." Measuring in at 16x7 on the front and 16x9 on the rear (with the same 195/40/16 Nankangs front and rear, you don't need us to tell you that's not going to be an easy fit. Spencer: "I had to cut a lot of metal away on the rear end, where the body mounts to the 'pan and run some 14mm spacers, but after all that, the wheels look killer on the car. Just how I planned."

His cup of tea

And what of the wheels? They're a set of genuine Porsche Cup RS alloys for a 993 generation 911. Spencer: "I didn't know what they were when I bought them, I just liked them, and I only paid £300 for the set. I saw another set on eBay not long after and they'd sold for $1,200 (around £800).

"I've been really lucky buying parts, if I'm honest. But I needed that luck with things like the interior." There wasn't a great deal of interior to begin with inside a late base model like this, but this example came with even less than normal. "There was no carpet or stereo when I bought it and the black basket-weave seats were in a really bad way, but I managed to find a pair of decent replacements at a VW show and you'd never know they weren't the ones that came with the car.

"The body, looked pretty much as it does now, only there were no locks, so these had to be sourced and fitted. I've also been through all the bushings and the rest of the mechanicals. And the bird's nest wiring under the bonnet," Spencer interjects.

Take a peep at the engine in these pics and you'll spy the 1200cc single-port motor the car left the factory with. These have a reputation for being somewhat slow, but steady (although that didn't stop Spencer cooking it on the way home from this photoshoot). The toasted engine has subsequently made way for another single-port motor, only this time, one of the 1600cc variety.

Spend a bit of time talking to him and you'll discover just how into this car Spencer is. "Everyone hankers after early cars, but I like the look and colours of the later models. I just love the upright headlights and the fact that most people aren't into them. I've also got a Bay, so hadn't driven a Beetle to a show for over five years. I have now, and have slept in it at a few of them. I just love it. It's been patched up in the past and will need some more work in the future, like the inner arches and lower quarters. When I do those I'll take the opportunity to totally restore it back to its full glory, but for now, I just plan to keep enjoying it." For Spencer, enjoying it means driving it and when your car drives as well as his and looks as cool, well, that can only be a good thing can't it? He's got the right rattitude.

^ This car might look knackered, but it's solid in all the right places and has been built to be safe. Haters are still gonna hate though…

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Gear Shift Socket Bearings

Before starting the overhaul of your transmission or your gear box, evaluate the condition of these plastic parts.

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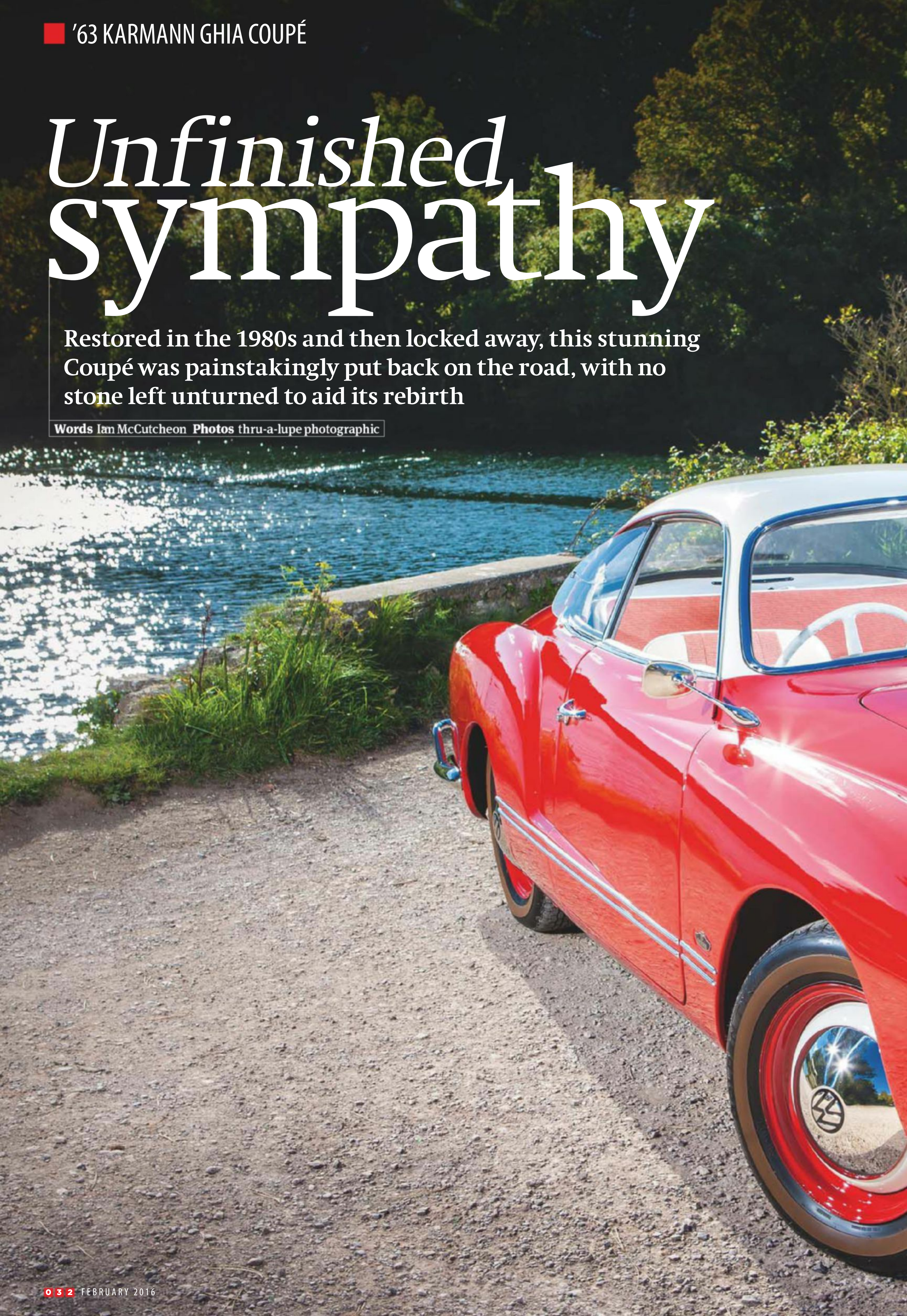


Unfinished sympathy

Restored in the 1980s and then locked away, this stunning Coupé was painstakingly put back on the road, with no stone left unturned to aid its rebirth

Words Ian McCutcheon **Photos** thru-a-lupe photographic

762 VKT

The cut-off date for UK vehicles running red indicator lights is September 1965. So this '63 is legal

Dangerous territory, that's what the vast majority of car people would say about buying an unfinished project, but it doesn't always necessarily follow that that's the case. It all depends on what you're buying and how you view it. One way is to dive in, grasp the nettle and see the work through. The other is to see it purely as a commercial venture and sell your purchase on for parts. This kind of unfinished project can be well worth entering into, but what if you do decide to go down the former route? Well, that's potentially opening a can of worms… You may have a right result and find all the parts you need are still with the car, the work done so far has all been carried out to an acceptable standard and, perhaps most importantly, the outlay doesn't end up being more than the finished value of the car.

> "It was so bad we doubt it would be considered viable today"

Okay, so what if the car you're buying has been finished, and to a very high standard, but then parked up for two decades? Then the story might go a little something like this…

Passing the torch

Plymouth resident, Darren Tippet is the first to admit he's new to the world of classic VWs. This is actually his first toe in the air-cooled water, but he's been into 'other' cars for longer than he can remember. The 49-year-old had no choice really, as his father was bang into cars and that passion was passed on. Darren has been there, seen it and done it. He's had all sorts over the years, and even scratch-built a Lotus 7 replica kit car known as an MK Indy.

It was back in 2012, when Darren still owned the MK Indy and a Mini Cooper, that the urge to own a Karmann Ghia came over him. As has been the case countless times, it was the gorgeous lines and Italian styling that attracted him, rather than the fact it was a Volkswagen. He wanted one badly – so badly, in fact, that he decided to cash in the Mini and the kit car to pay for one. A wise decision.

TECH INFO

BODY: 1962 Type 1 Karmann Ghia Coupé ('63 model year)

ENGINE: 1584cc Single Port

INTERIOR: Faithfully renovated to original spec using VW houndstooth cloth

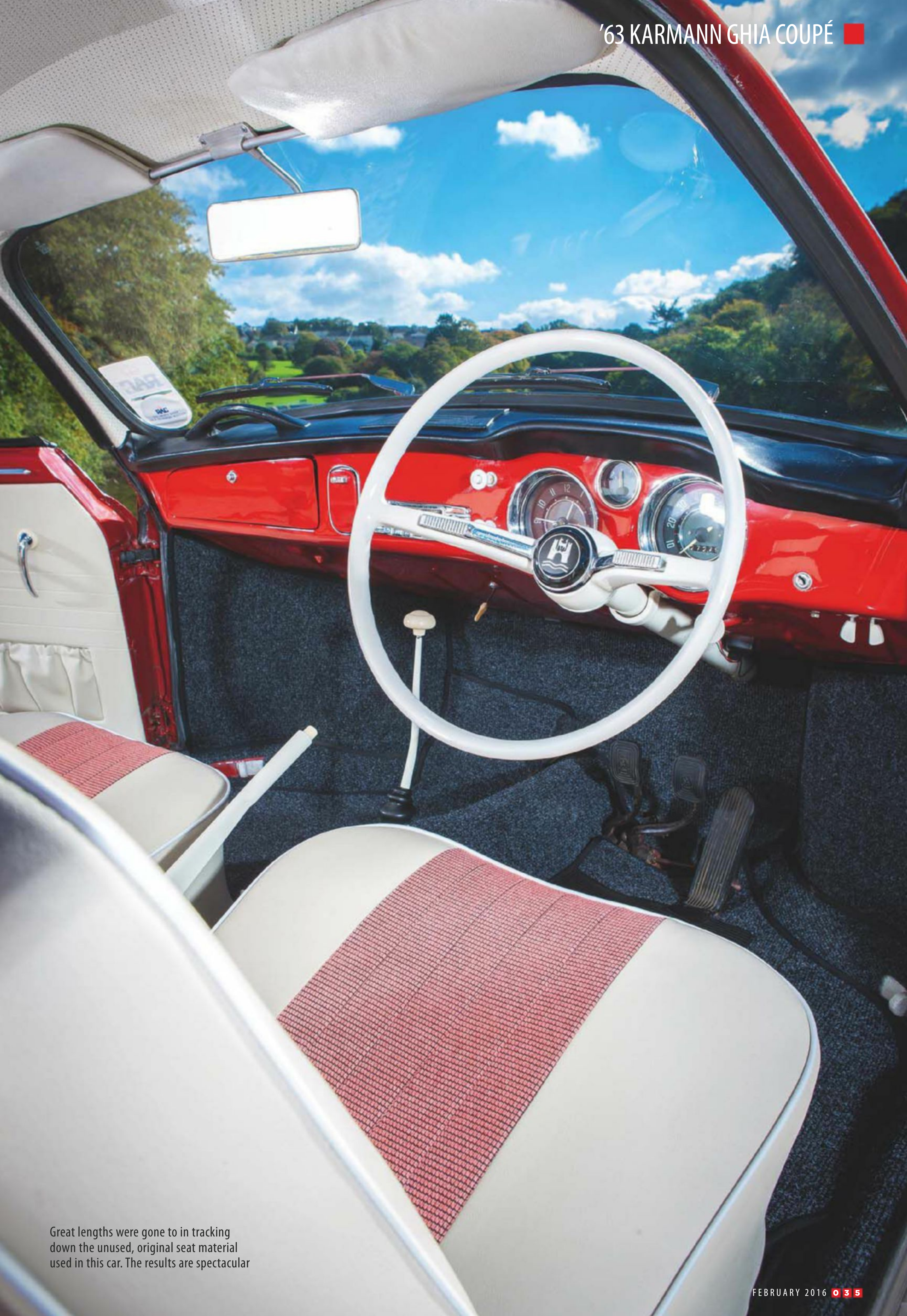
SUSPENSION: King- and link-pin front and swing-axle rear

As was his next one. Being a newcomer to Karmann Ghias, and VWs in general, Darren took the most sensible route to ownership and sought the help of a specialist. At the start of 2013 he visited an established marque specialist, Martin McGary Motorworks (www.karmann-ghia.co.uk) in Nottinghamshire. This was about a five-hour drive each way for Darren, so he must have been serious about buying a Ghia! Darren takes up the story now and explains what happened: "I looked at various models and ages of left-hand drive cars. I really wanted an original right-hand drive one, but when I couldn't find one I agreed to buy an American import. My only stipulation was that it had to be a Coupé in red with a white roof. However, just before I went to leave, Martin took me to another garage where the exact car I had just described was sitting: an original RHD early '60s Karmann Ghia in the colour I wanted. Martin ran me through the car's history and then we agreed on a price. I went away very happy."

Body building

The car was built by Karmann on December 14, 1962 and came into the UK through the port of Ramsgate in Kent. It was originally painted in L560 Manilla Yellow with an L41 Black roof. The car passed through the hands of just four owners, the last of which was a young lad from Derby who bought it in 1989. By this time the bodywork was in a bad way, which is par for the course with just about every Karmann Ghia sold new in this country. It was riddled with rot.

The car was taken to one of the VW restoration companies of the time, House of Haselock in Nuneaton. Barry Haselock had been in business since 1970 and was still restoring VWs up until 1995. Anyway, the Ghia was stripped down and the full extent of the poor state of the bodywork was uncovered. It was so bad



Great lengths were gone to in tracking down the unused, original seat material used in this car. The results are spectacular

“It was the gorgeous lines and Italian styling that attracted him”

You’d never know to look at it that the paint was laid on over two decades ago

we doubt it would be considered viable today. However, back in 1989 you could still buy new nose panels, front wings and most of the major panels for a Karmann Ghia and this one certainly needed them all. It also needed myriad repair panels to be hand fabricated. The floorpan was in a terrible state and as KG ’pan half sections weren’t available back then, Beetle ’pans had to be modified to repair it. Check out the last page of this feature to see just how much work the body needed. It wasn’t pretty.

With the beautiful, Italian bodywork solid once more, the car was ready for paint. Only this time it wasn’t going to be painted in Manilla Yellow and black, but in a period-correct VW colour, L456 Ruby Red with an L87 Pearl White roof. The standard, solid wheel rims were painted in the correct duo tone colours to match.

Body beautiful

The owner at the time made regular payments to have the work carried out. In all, it took over two years to restore the body properly. The bill amounted to £15,000 and that was serious money back then. The car was delivered back to the owner, who was left to complete the final fit, which he duly did. However, no sooner was the restoration complete, weird though it seems, the car was only driven a few times before the owner put it in his garage, locked the door and left sitting there until 2012.

The 20 years spent *in situ* thankfully hadn’t had the same effect on the Ghia as the 27 years the car spent on the road. In fact, it had survived pretty well but, as you’d expect, there were numerous components, such as the rubbers, brakes, chrome, fuel system and so on, that had deteriorated. Darren explains, “Even after all the years since it was restored, the red paintwork has never even been touched up and it’s a testament to House of Haselock’s level of workmanship.”

Even so, the task of recommissioning the car to the level you see here actually took Motorworks a year to complete, but as we say, that’s because lack of use hadn’t done the mechanicals any favours. We won’t go through everything that had to be restored, replaced or renovated, but to give you just one example, the underside of fuel tank had rotted from the inside out and whilst it may have looked perfect when you looked at it from above / under the bonnet, it actually leaked like a sieve and so had to be replaced. As did all the fuel lines and fuel pump.

BEHIND THE WHEEL

The car draws admiring looks, whether it’s being driven or parked up. Often, people can’t believe it’s a VW and I get waved at and pointed at by young kids and elderly people alike. I’ve never know a car like it for attracting people’s attention.

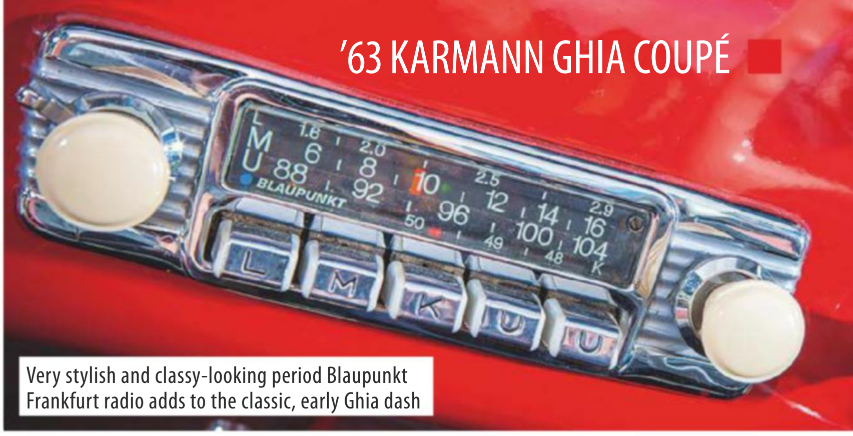
Around the town it drives well and is comfortable. It absorbs the speed bumps with ease and I like the sprung seats. They’re really comfortable, not like today’s modern cars where it’s all foam-filled and unforgiving.

You have to think when driving, as it’s not as quick pulling away as a modern car, but this doesn’t detract from the experience. When driving on the motorway, and only then, the engine noise penetrates into the cabin, not that it’s a problem as I don’t listen to the radio when driving the Ol’ Girl, as she is referred to by myself and my daughter. Overall the Ghia is an absolute pleasure to own. ■

Martin and the Motorworks team basically had to go through the entire car and check every single component. They also had to factor into the equation the wish list Darren had given them, and one of these was a very tall order…

“One of the things I asked Martin to do was to have original, houndstooth fabric for the interior. But the response was negative as Martin had tried some eight years earlier and couldn’t find any. He told me he had tried all of his VW contacts and the fabric simply didn’t exist.” Not a man to be deterred, Darren simply saw this as a challenge and went on to tell us that about six months later he managed to track down part of a roll of original material, which

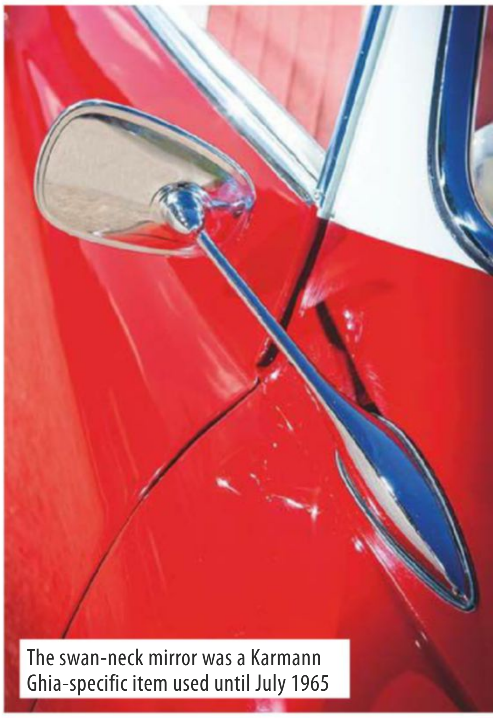
There's not a huge amount of luggage room in the front of a Ghia, but then, so what?



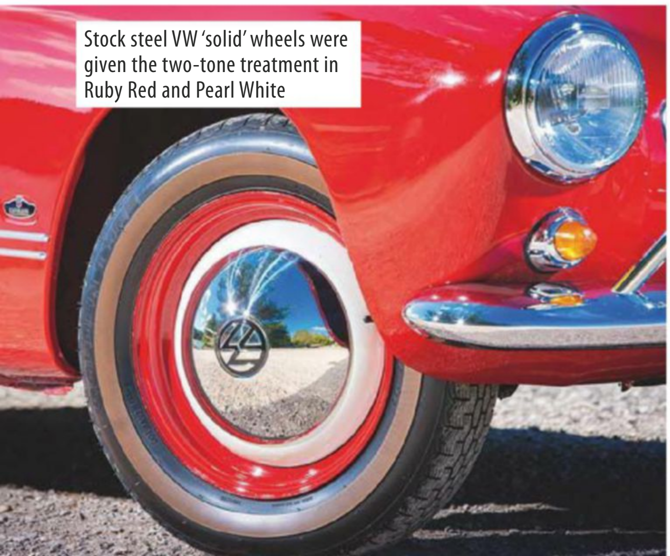
Very stylish and classy-looking period Blaupunkt Frankfurt radio adds to the classic, early Ghia dash

Aimed at the affluent, Ghias came with an electric clock as standard

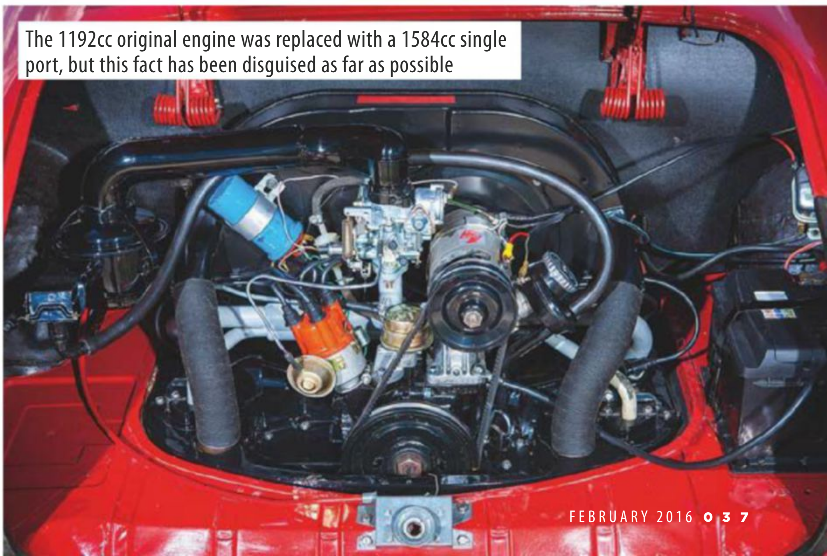
A better look at the recreation of a classic Karmann Ghia interior with original VW houndstooth fabric



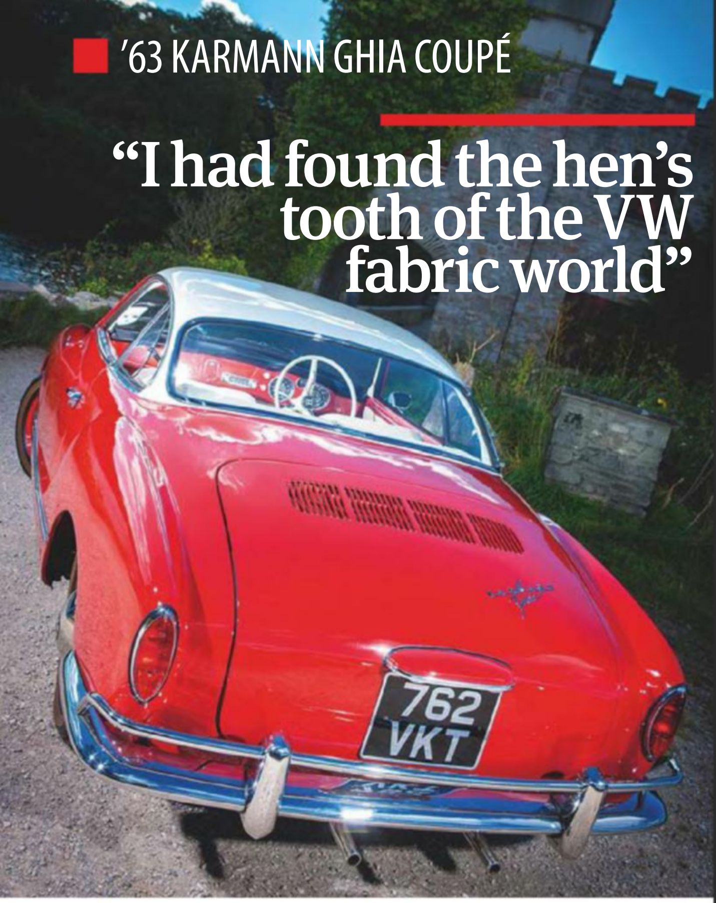
The swan-neck mirror was a Karmann Ghia-specific item used until July 1965



Stock steel VW 'solid' wheels were given the two-tone treatment in Ruby Red and Pearl White



The 1192cc original engine was replaced with a 1584cc single port, but this fact has been disguised as far as possible



"I had found the hen's tooth of the VW fabric world"

The original bumpers were changed to Export, also known as US spec, bumpers with protective towel rails

was enough to re-upholster the interior. The only problem was that it was about 10,000 miles away, in Australia!

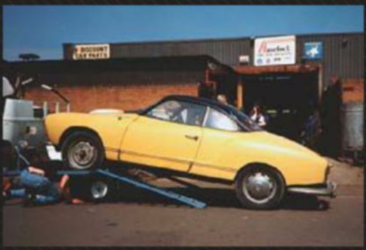
To ensure he hadn't gone to these great lengths to end up with the wrong cloth, he had a small sample sent to him so he could check it was right. As he says, "I wanted to confirm the colour and fabric grade was correct. To my surprise it was the real thing, VW houndstooth fabric as used in the 1960s. I bought the remaining roll and had it shipped direct to Martin. The puzzle was complete. I had found the hen's tooth of the VW fabric world."

Apart from the interior makeover, Darren also wanted the car to be two-tone. He chose to have the roof painted in L87 Pearl White. We think he made the right call on that one, don't you? The other change was made more for modernity and geographical reasons than anything else. You see, the car still had the 1192cc 34bhp engine, which, at best, would have taken the car up to 75mph but needed 18 seconds to get from zero to 50mph. On the subject of this Darren explained his reasons for not retaining the original power-plant: "The 1200 single-port was replaced with a 1600cc single-port because it would have struggled to cope with the roads in the area I live in. The thing is, I wanted it to look like the stock factory engine."

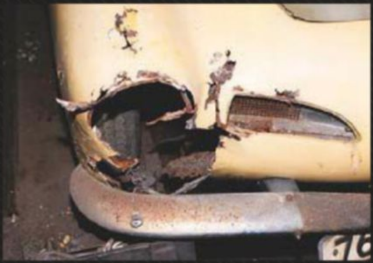
The symbiosis between original specification and upgrades for safety's sake also extends to the addition of three-point seat belts. But don't expect a modern stereo system, as Darren certainly didn't want that kind of obvious modernity knocking the feng shui of the dashboard out of kilter. Therefore, the Ghia has a period-perfect long-wave, medium-wave and FM Blaupunkt Frankfurt radio.

Darren may have found his dream car by chance, but he couldn't be happier with it. He was quick to point out that this is the VW he'd most like to own, and feels it is his duty as its custodian to preserve it for the future. This doesn't mean he doesn't use and enjoy every minute behind the wheel. He's also taken it to a few shows and come back with a number of awards, too. Even better, since then he's had it he's only spent a few hundred pounds on maintenance. It's proved to be a very good buy indeed. ■

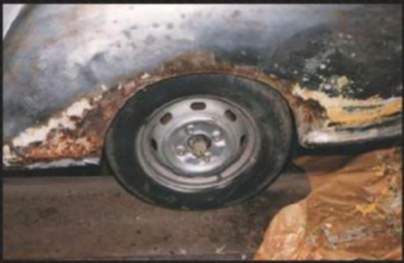
THE RESTORATION



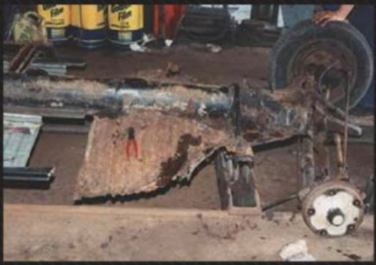
Still in the original VW Manilla Yellow with black roof, this is the car as it arrived at Haselock's in 1989



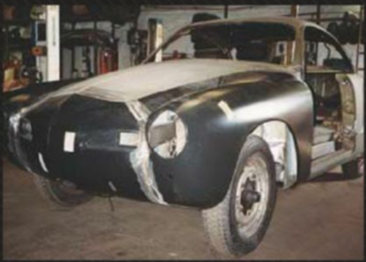
As you can see the rot had really taken hold! You couldn't even fit an indicator or headlight as there wasn't any metal left!



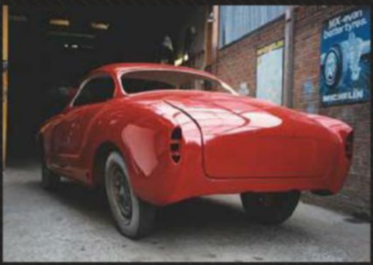
All four wings had rusted, in fact, everything from the roof pillars down had gone



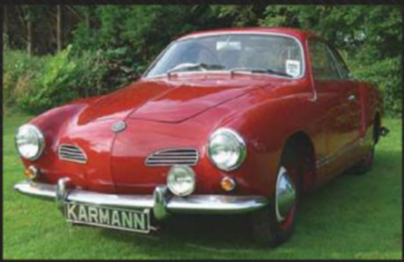
Floorpan was toast. The wider Ghia floorpan half repair panels were not available in 1989, so Beetle ones had to be modified



Body was rebuilt using new genuine Karmann panels, as these were still available from VW in 1989. Those were the days, eh?



The freshly-painted body just after the top coats were applied by House of Haselock



Here's the car as it looked when the original restoration was complete. The tax disc on the car ran out in 1993

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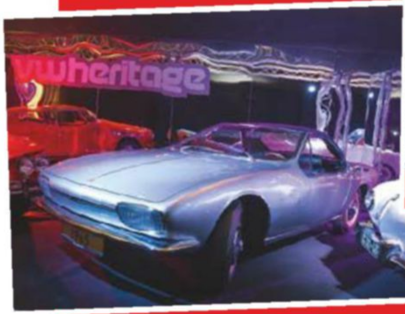
If you have not been for a few years, make 2016 the year you return – it promises to be our biggest and best event ever, so put 2-3 April 2016 in your diary now.

The cars are the stars

The cars are always the main attraction at the *VolksWorld* Show and 2016 sees us premier a whole host from around the globe, some competing for a Top Twenty or Best of Show award, others just in attendance for your enjoyment.



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^ Special car displays like last years Ghia prototype line up

> Classic Campers to suit all tastes, from Barndoors to Late Bay's, we've got 'em all!

< We love a well-built Buggy at the show

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We have so much going on at the *VolksWorld* Show this year, so why not bring the family and relax, take your time and make a weekend of it? If you camp on site you get the extra benefit of quick access to the show, free indoor entertainment on Saturday evening, plus use of the golf course bar all weekend. If you don't fancy staying on site you can take a 5-minute walk and join 1000s of other VW enthusiasts at one of the many bars and restaurants that Esher town centre has to offer. Buy your camping tickets today as they always sell out.

Clubs – Beetles to Busses and everything in between

Clubs are always at the heart of this event and create an atmosphere unique to the *VolksWorld* Show. This year we are pleased to welcome a selection of new clubs that join some old friends. The club displays are always a diverse mix of concours-quality vehicles, and build-at-home specials restored on a budget and everything in between.

Come and join in the fun, have a beer and listen to some cool music. Not in a club? Why not find the one that suits you best and join up on the day? Full list of clubs attending can be found on the website.

'Loads of money' for this lucky winner

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It's fun all day long in the Kids' Zone

We match buyers and sellers at the show

Entertainment at this year's show

European swapmeet

The international, indoor swap meet is always one of the highlights of the show, with over 100 tables selling 1000s of hard-to-find parts from all round Europe, many at bargain prices. If you would like to book a table call Ben Foster on 0208 726 8336. Tables cost just £100, which includes two weekend tickets to the show.

Meguiars car park show 'n' shine

If you come to the *VolksWorld* Show make sure you give your vehicle a polish before you come. We will be awarding trophies to the Best Bus and Best Air-Cooled Car in the car park on each day of the show.

Kids' Zone

We pride ourselves at the *VolksWorld* Show on keeping your little ones entertained, and the Kids' Zone is a safe place for the kids to let off some steam and have some VW-related fun. Entertainment includes a large soft play area, Lego tables, party games, film shows, build your own Camper Van, colouring competitions and much more.

Racing Campers

Complete your touch-screen registration, collect your very own personalised, photo race licence then join seven others on the start line ready to compete over several laps of this testing course. Every race winner will receive a prize.

Live music

Camper&Bus Show Stage: Live music and shenanigans all weekend on the Red Brick Road plus the Rothfink Industries Marquee: Cool car display and selection of live bands in the main club area.

Camper entertainment

Live music in the Golf Course Bar on the Saturday night, plus food to fill your tum.

Win cash to spend at the show

VolksWorld Show sponsors Carole Nash will be offering three lucky winners each day £250, £150 and £100 respectively to spend at the show. If you win, you can splash the cash on anything you like at the show.

Buy your dream drive at the *VolksWorld* Show

If you are looking to buy a VW, our 'Cars for Sale' area in the front car park is the place to head. If you want to sell your VW just turn up on the day and we'll direct you to the dedicated area.

25 Years of the *VolksWorld* Show t-shirt give away

In celebration of this milestone we will be giving away a free t-shirt to the first 250 people through the door each day – arrive early!

'Take the lead'

After the success of the Carole Nash spark-plug challenge last year, they introduce a new challenge called 'Take the lead'. Head for the Carole Nash Stand to find out what it is all about.

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Our sponsors

Second year, twice the fun?!

vwheritage

It's going to be a busy winter at VW Heritage as we decide how we can top *VolksWorld* 2015. David is investigating a couple of interesting vehicles; it's too early to reveal them, but we can say he is excited! Barney has big some plans for a special, interactive display and we have a certain itch to scratch for the foyer display too – if we have time, that is!

However the plans come together, we will give it our all, and are pleased to have been invited back as headline sponsor for 2016. We're aiming to make this one the best ever!

Vehicle insurance

CAROLE NASH The care it deserves

After a successful partnership in 2015, we are glad to return for our second year as one of the *VolksWorld* Show's sponsors.
Why not pay us a visit, (we are situated on the *VolksWorld* Stand) and try your hand at our brand new competition 'Take the Lead'? You will need nimble fingers and a keen eye! Motoring legend Fuzz Townsend will be on hand to run proceedings. Whilst at the stand make sure you enter our £500 cash give away, drawn each day around 2pm.

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Opening times
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Snow White

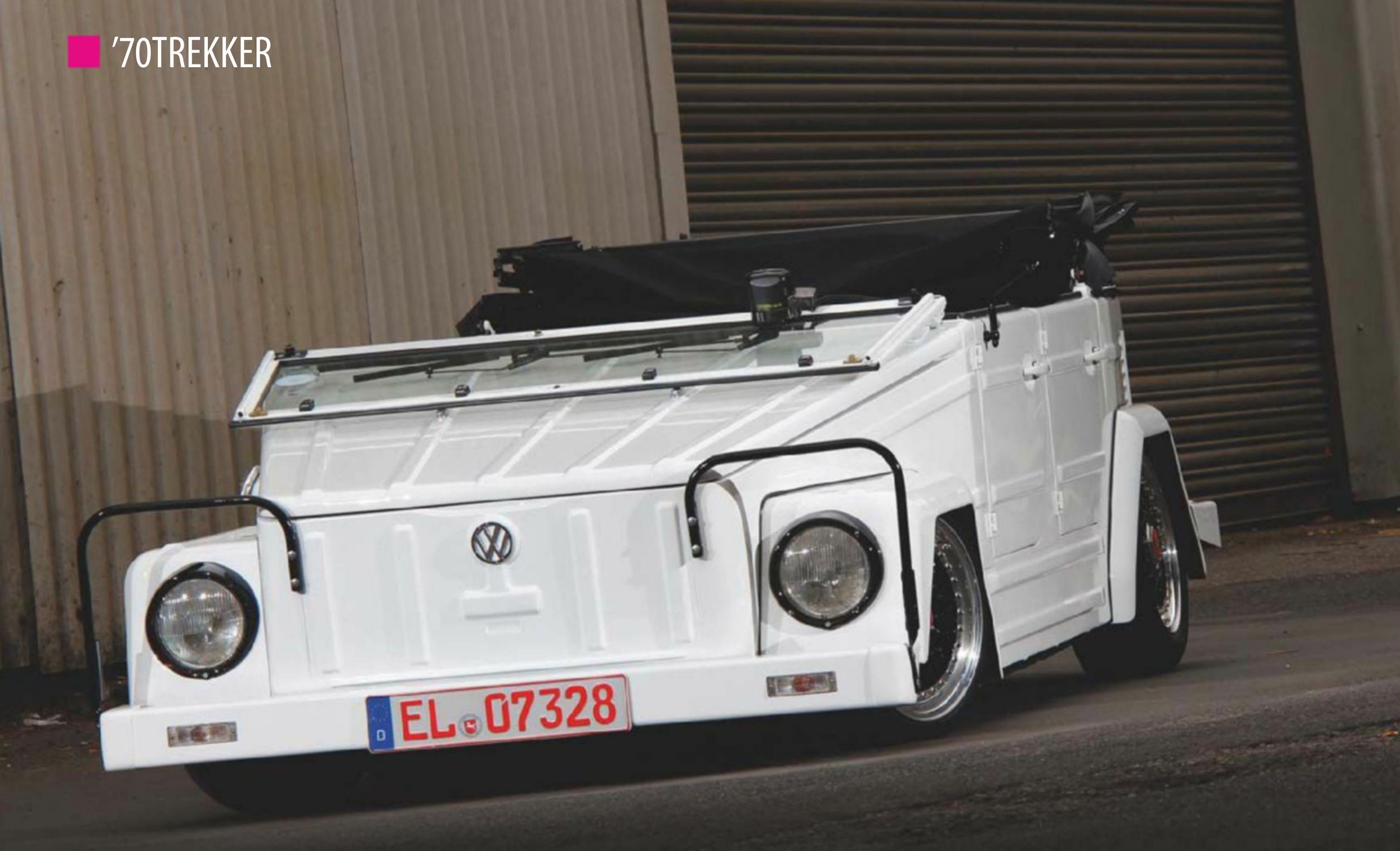
This Trekker has a skin as white as snow, centre caps as red as blood and a top as black as ebony! But it is not the queen's stepdaughter, it's the brainchild of Sven Weymann!

Words Georg Otto **Photos** Patrick Hille

A Type 181 isn't the first car that springs to mind when thinking about the most beautiful air-cooled Volkswagen of all time. There are certainly other contenders, like the lovely Karmann Ghia, the awesome Hebmüller convertible or the luxurious 23-window Samba. Some folks prefer early Type 3s, others the sharp lines of a Razoredge Ghia. All of them are closer to being Snow White on four wheels than the 181, which actually had no name when it was first launched at the Frankfurt Auto show in 1969. At its launch Volkswagen gave out hundreds of postcards with the following words: "My name is VW 181. But I am looking for a new name which suits me better. Can you think of a better one? If you help, you can win me." We guess the people from Wolfsburg never received a proper suggestion and decided to the working title as its official name: Kurierwagen, which loosely translates as "Courier Car".

Anyway, if you have an aversion to Trekkers, or Things, as the Americans call them, that will change to fascination when you first drive one. With the doors removed and the windshield down it's the most radical convertible you can think of. It makes you feel free. It makes you feel alive! You can't help smiling when riding in a 181. The saying beauty comes from within really applies to the Trekker!

Sven Weymann from Germany had his first encounter with a Trekker back in 2011. "I used to be in the water-cooled scene and had a customized 35i Passat, and even though I saw features of air-cooled Volkswagens in magazines like *VW Speed*, I never really got hooked. That was until my buddy Ingo Brechweg bought a 181. I knew he had one, but I didn't see it until it was finished. When I saw his slammed Trekker for the first time, I instantly fell in love with it. That boxy design, almost like an upside down skip, left behind a lasting impression. And it got worse after the first test drive. Oh my God! It was so freakin' cool riding in it with the windshield down! I knew I had to have one!" But finding a decent car for a sensible



Not many convertibles are as radical as the Trekker, with its fold down windshield

price wasn't easy. "One day in 2013 I drove to a guy to see a car I was interested in as a daily driver. The vehicle was parked in a double garage and the spot next to it was occupied by a Trekker. The first thing I noticed was that it was disassembled, then I saw the corrosion and finally all the boxes filled with parts. It definitely looked more like an unfinished restoration than an ongoing project. I tried my luck and asked the owner if he would sell the 181, too. And to my surprise, he said yes! Now I had to take home two new cars," recalls the 29-year-old with a grin.

Back home with the Trekker on the trailer, Sven was lost in thought. He envisioned the VW already lowered and on BBS cross-spoke wheels. "A black roof and interior were on my wish list too, with the seats having seams to match the body colour. My only problem: I had no idea what colour to choose!"

"It was so freakin' cool riding in it with the windshield down"

He thrust aside this decision because he knew that there was a lot of work to do before he could prepare the body for paint. After going over this life-size model kit, he got an overview of all the missing parts (and there were a lot) plus the rust he had to get rid of. "It wasn't too bad, just a lot of small areas that I had to weld, plus the usual suspects like inner and outer sills." He bought most of the sheet metal from Custom & Speed Parts and if it wasn't available he fabricated it by hand. "I'm a metal worker by trade so I know how to form any panels I need." But to begin with, Sven started with the chassis, replacing the 'pan halves. They are actually the same as the ones used on the Type 14 Ghia, which are wider at the front footwell compared to the versions used on Beetles. After finishing the 'pan Sven painted it gloss black. "I did that in between welding the body and searching for the missing parts on the internet. To be honest, there wasn't much time for anything else besides work and my hobby during the last two years."

TECH INFO

BODY: Handcrafted bumpers, Mk 2 Polo front indicators, CSP fibre glass wings

INTERIOR: Retrim in black leather with white double-stitched seams, Raid steering wheel

ENGINE: Stock 1500cc, 1 1/2-inch header and Phat Boy muffler

WHEELS AND TYRES: BBS RM 012 split rims in 4x100 PCD, 165/45 and 195/65 tyres

SUSPENSION: Three-inch narrowed front beam, drums redrilled to 4x100 PCD

You may think that assembling the undercarriage isn't all that difficult, but there is a lot to consider when lowering a pre-'73 Trekker. These cars came with swing-axle configuration and modified Split Screen Bus gearboxes including reduction boxes for better ground clearance. Now you just can't get rid of the reduction gears only, because then the axles would rotate in the wrong direction, resulting in one forward gear and four reverse gears. One solution is opening the gearbox, swapping the ring gear from one side to the other or – as Sven did – get one from a Beetle! "The spring plates, torsion bars and axles came from the same car", explains the young German, "as using the special Trekker-only parts would make the suspension very stiff when lowered."

You also need to know that when slamming a 181 the stock knuckles have spindles which are three inches lower compared to Beetle spindles, thus giving the vehicle more chassis clearance at the front. You can swap the 181 spindles for Beetle spindles but you need to remember to swap the lower trailing arms too, as the mounting points for the shocks are different.

Sven paid attention to all these details but went one step further. He changed the knuckles for a set of dropped spindles from CB Performance and combined them with an adjustable beam which he narrowed by three inches. "That gave me enough space to fit my favourite wheels under the stock wings!" Well, they are stock in size only, but not the material. "They're actually high-quality, glass-fibre versions from CSP that came with the car. As there were no holes for the front indicators I decided to relocate them in the bumpers." To do this, Sven laser cut some sheet metal,

Sven fabricated the glove-box lid that was optional only on civilian models

The BBS wheels are bolted to 4x100 PCD drums from DS Tuning

Gorgeous leather interior has been made by Cabrio Zentrum, Osnabrück trimmed it and affixed the original corner pieces. He then cut rectangular openings in the front bumper, and fitted white Polo Mk 2 blinkers to it.

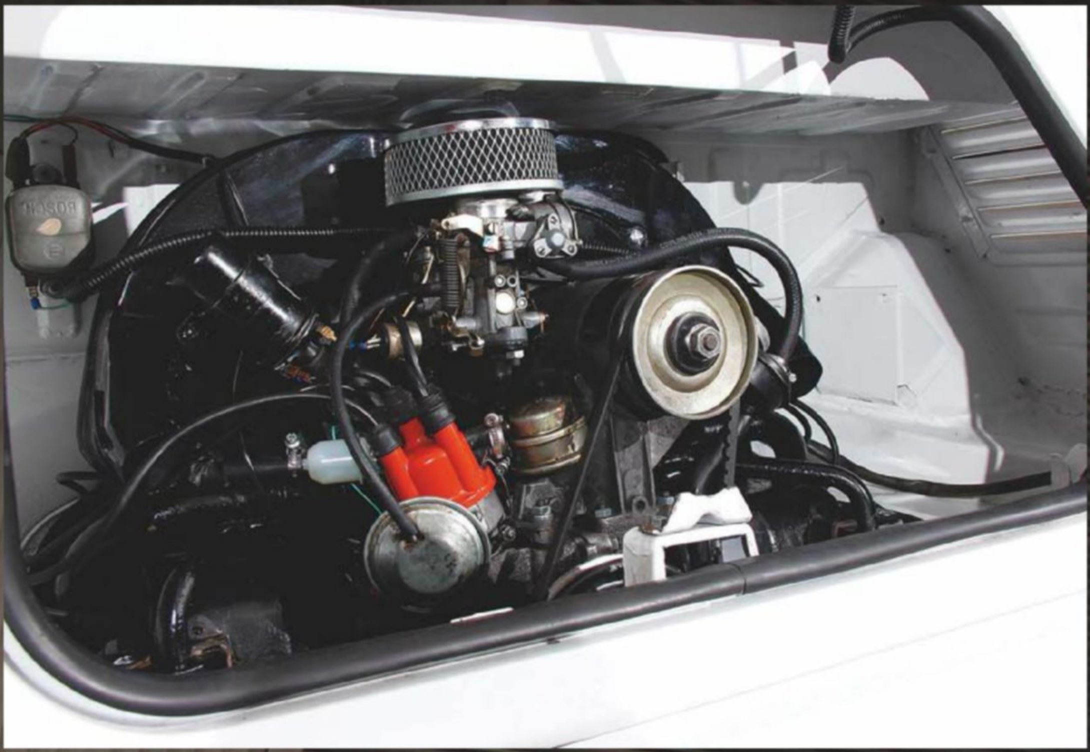
Other modifications included the removal of the passenger-side door-mirror mounting hole plus the brackets for the blackout lighting. Next on the agenda was the preparation of the body for paint. Like we said before, Sven wasn't sure about the colour. "At first I thought about mint green, accented with black and a black interior with mint green seams for the seats. But then one of my mates suggested white… All of a sudden I knew that was it!" The Trekker was delivered to the Deniz paint shop in Schüttorf, a city half an hour away from Sven's home, where they painted the car and all the doors, hood and engine lid in snow white, while headlight rings, deflectors and door mirror were coated in gloss black.

Meanwhile, the hood and the seats received a major overhaul at Cabrio Zentrum in Osnabrück. They covered the rear bench and the front seats in genuine leather, finished with diamond stitch and white double-stitched seams. The 320mm Raid steering wheel received the same treatment and also the flaps for the door pockets. "Trekkers never came with those covers, but I liked the idea of the closed compartments. I made them from sheets of aluminium, mounted hidden hinges to them and used magnets to prevent them from flapping open."

These parts were not the only home-made components for his Volkswagen. "I also built a glove-box lid, which was only ever found on the civilian version, but not on military models." An Empi trigger shifter and custom-made carpet finished off the interior. Now all Sven had to do was put in an engine and get the desired wheels for his ride. For now he's running the original 1483cc Type 1 motor, just dressed up with a sporty air filter, a 38mm header and a shiny Phat Boy muffler. "A pair of 40 IDF Weber dual carbs is already on the shelf waiting to be used on a slightly bigger engine!" Together with the black and polished 6.5Jx15-inch BBS RM 012s, shot with 165/45 and 195/60 tyres this should help 'snow white' to reach the seven dwarfs not only in style, but also faster! ■

> The BBS RM 012 wheels measure 15x6 inches all around and have an ET of 33mm. A little bit of extra BBS knowledge for us non-water-cooled types, RM 012s like these are two-piece and can be found on Golf Mk2 G60s and BBS RS 001s are three-piece and are normally found in 5x100 PCD

It's square and it's fun! You have to drive a Thing to really appreciate it



The engine was stock when we shot the car, but more horses are on the way this winter

> "I thought about mint green, but then one of my mates suggested white… All of a sudden I knew that was it!"

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Something different

The story behind this Australian-built '57 Oval is a little different. It's the first street car we've ever featured running throttle bodies

Words Ivan McCutcheon **Photos** Laurens Parsons

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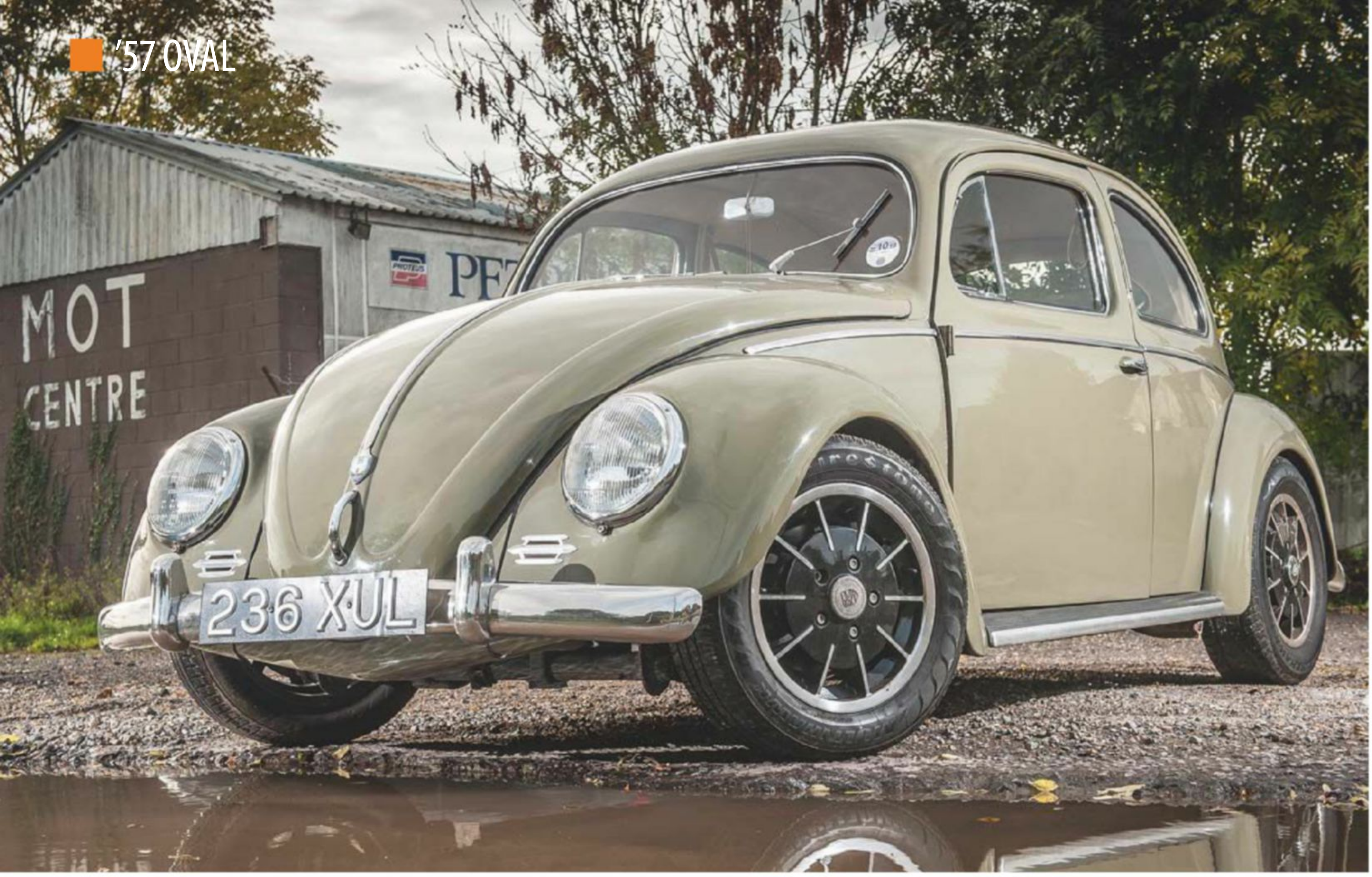


The bodywork was restored to standard spec, bar the addition of Koch horn grilles

The original brief for The Peoples' Car was for it to provide affordable transport for regular families of up to five. In many markets, this proved to be the case, but not so those in the British Commonwealth. Imported or foreign vehicles were heavily taxed in countries such as Australia, as Britain was keen that its own products fulfilled those country's needs.

In the year the Beetle was first offered, 1954, Australian buyers could have bought a Morris Minor for £848 or a Ford Anglia for £922 but due to duties, Beetles were expensive at £972. Had the Government concessions for vehicles manufactured in Australia been exploited by the cars being assembled in Australia from CKD kits (Completely Knocked Down cars) shipped from Germany, the price would have been far higher. By the time this car was built in 1957, over half of the components were produced locally, making this a true Australian VW.

> "As long as I could see out of a clean windscreen I'd have the edge"

David Houghton from Warminster, Wiltshire, owned a brace of Beetles prior to this original, right-hand drive, Australian CKD Oval. He found it by chance during a visit to Kerry Smith at VW Evolution (www.vwevolution.co.uk). Dave told us, "I'd bought a 1300 engine to rebuild from a local lady who'd ended up with her son's abandoned project. She sold me the engine on the condition that I also cleared the rolling 'shell of the '72 Bug out of her garage. I'd been talking to Kerry about restoring the '72 as a daily driver and found out he had a RHD '57 'shell. Once I saw how clean and unmolested it was my plans immediately changed." A deal was struck with Kerry and his team were commissioned to restore the '57. They were unable to work out the original paint colour, so Dave decided to paint the car in L213 Iceland Green. Stainless-steel running boards were fitted, along with correct Snowflake rear lights. Hella headlights from the '60s were fitted as they have beam patterns, so are far safer for a daily, especially as the car was upgraded to 12-volt electrics. The original blade bumpers and over riders were replaced. As Dave explains: "The original idea for the car was to do something that looked like a stock '57 from the outside but had a lot more power out back."

TECH INFO

BODY: 1957 VW of Australia Beetle. Restored by VW Evolution to standard specification

SUSPENSION: Adjustable link pin front beam, adjustable rear spring plates. Spax gas shock absorbers

BRAKES: Porsche 5 x 130 pattern disc brakes front and rear

WHEELS: Flat 4 Gas Burners. Porsche and steel spare

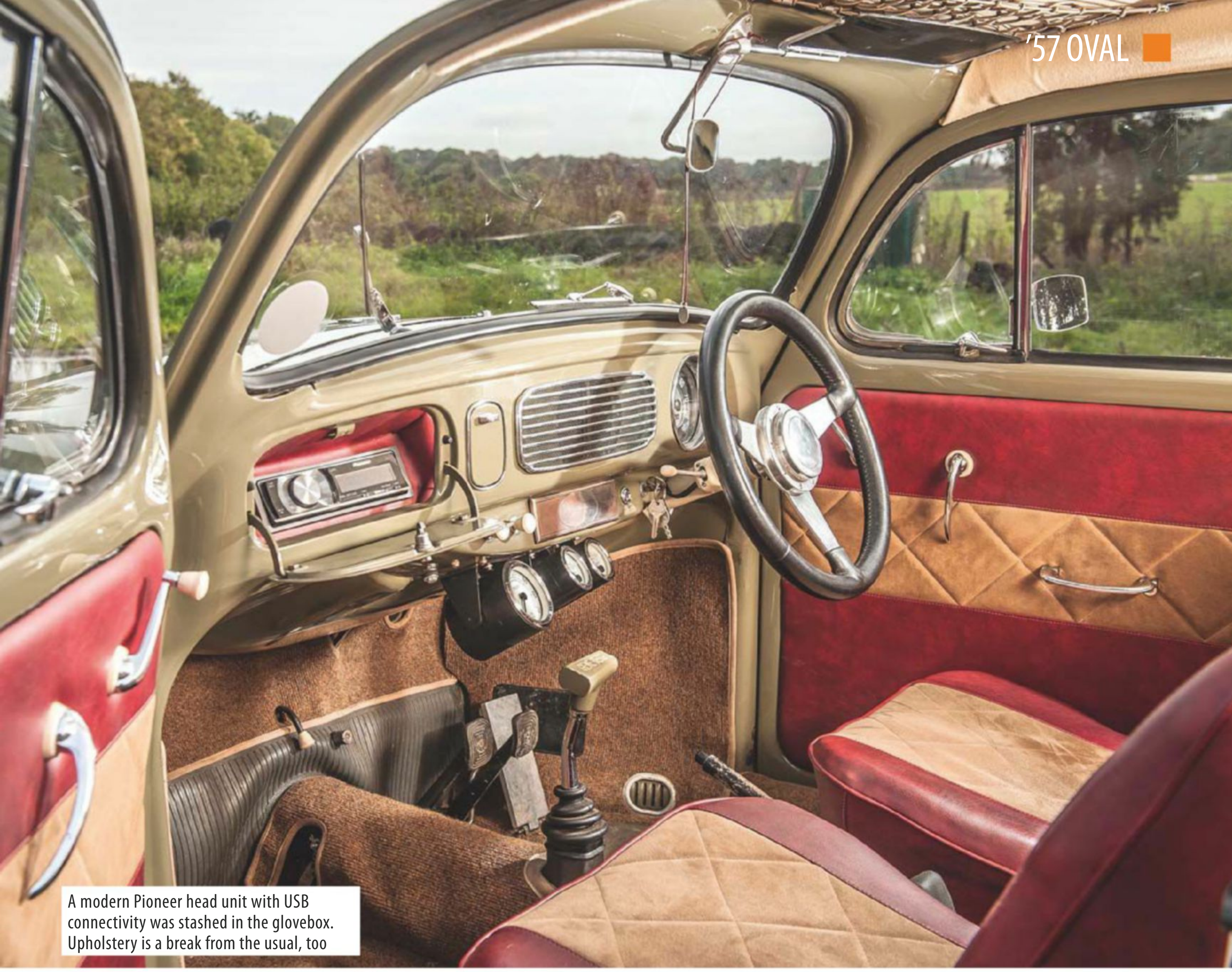
GEARBOX: Rancho Pro-Street swing axle with HD race axles

Diamond geezer

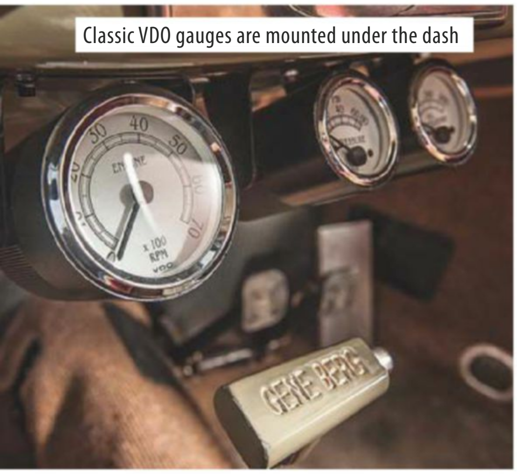
Dave wanted the interior to be a bit plusher than the original, but at the same time he wanted to keep it classic. As he told us, "The minimalist, primitive equipment spec of the early cars really appeals to me, so I stuck with the semaphores, lack of reversing or fog lights and no petrol gauge. There's enough stuff to go wrong on a 50-year-old car, so this meant there'd be less to maintain. I did, however, fit an electric washer pump. I figured that it didn't matter if no one could see me indicating. As long as I could see out of a clean windscreen I'd have the edge".

Kerry came up with a mottled, red vinyl and tan, diamond-stitched theme for the seats and door panels. A full set of carpets, including floor sections, were ordered from Wolfsburg West in California, complete with the correct scuff guards and heater-outlet trims. The stock steering wheel was replaced with a '70s three-spoke, leather-rimmed Moto-Lita sports steering wheel. Under the dashboard, a trio of VDO gauges were fitted to keep tabs on the revs, oil temperature and pressure.

When new, this '57 Oval would have come with a 30-horse 1200 engine, but Dave's mandate for the revived and revised Oval was crystal clear: "I'd used my '78 Bay as a daily

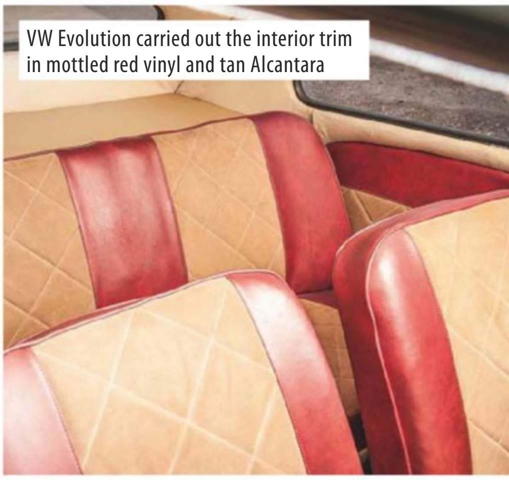


A modern Pioneer head unit with USB connectivity was stashed in the glovebox. Upholstery is a break from the usual, too

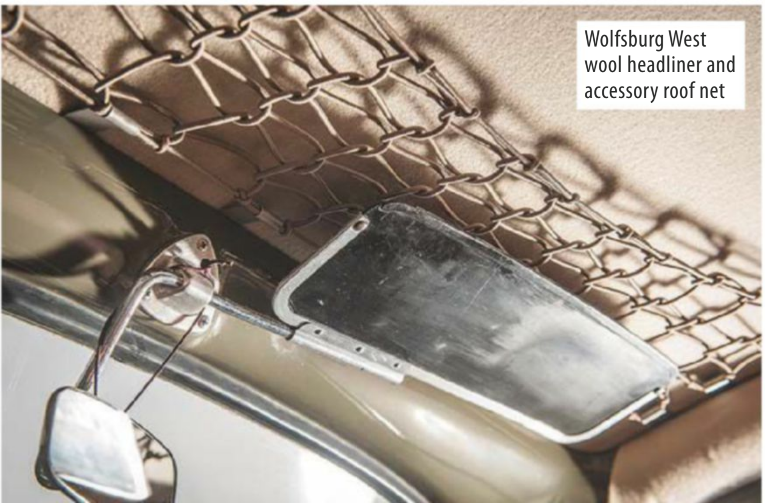


Classic VDO gauges are mounted under the dash

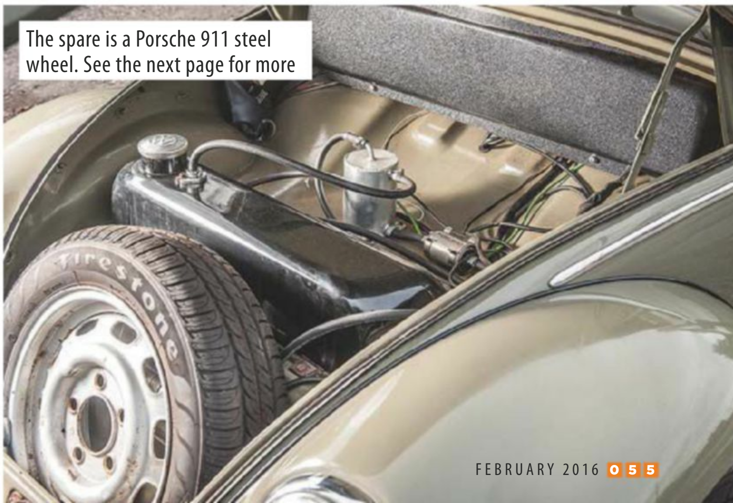
Original British Moto-Lita sports wheel



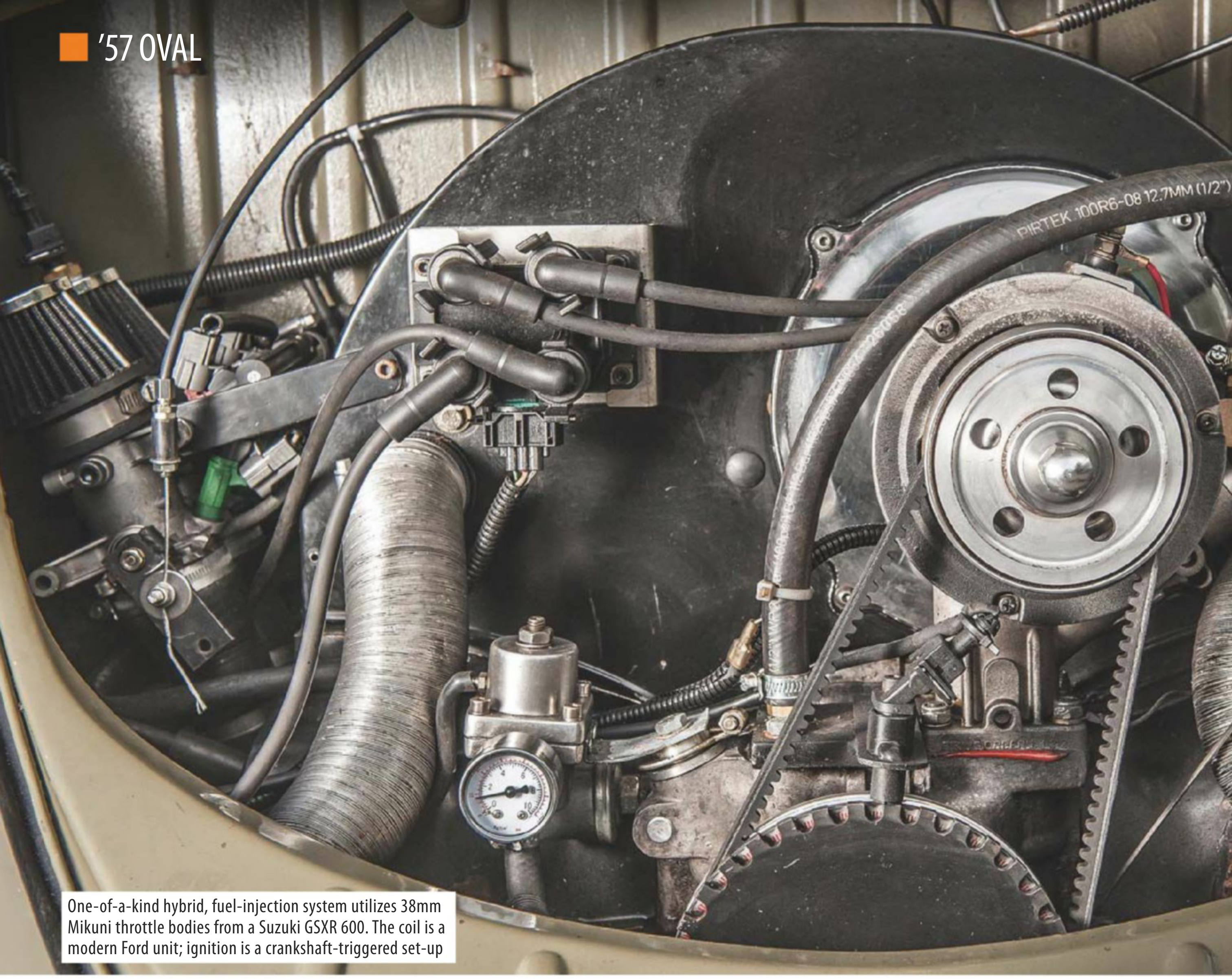
VW Evolution carried out the interior trim in mottled red vinyl and tan Alcantara



Wolfsburg West wool headliner and accessory roof net



The spare is a Porsche 911 steel wheel. See the next page for more



One-of-a-kind hybrid, fuel-injection system utilizes 38mm Mikuni throttle bodies from a Suzuki GSXR 600. The coil is a modern Ford unit; ignition is a crankshaft-triggered set-up

driver and this one wasn't going to be any different. It needed to be reliable and to be able to cope with the daily commute in all weathers. Reliability and simplicity was the underlying mantra."

Dave had a turn-key 1776cc Type 1 motor built by SCAT in California. The engine had all the right stuff, based around an AS41 dual-relief crankcase and a 69mm Volkstroker, nitrided, forged-chromoly crank with H-beam connecting rods. The bottom end also features a 285-degree SCAT C35 camshaft with 0.419 inches of lift, a cam perfectly suited to a 1776cc engine.

The engine featured a lightened flywheel, which now weighs in at 12lbs which helps the engine pick up revs quicker. SCAT's own Pro-Street heads with 40mm inlet and 35.5mm exhaust valves top the long block off. The engine was then fitted with a fairly basic twin Brosal 36mm carb kit.

The rolling gear Dave ended up using was not his original choice, and here's why: "The original plan included using 5.5-inch Porsche steel wheels, two of which were going to be split from their rims and re-attached to 4.5-inch VW rims for the front. After a couple of false leads trying to find someone with a suitable jig and experience to split and re-weld the steel wheels, I started looking at other Porsche options which is how the Gas Burners came about. At that time they weren't massively overused and had a satisfyingly solid feel about them." Dave went on to share his thoughts about the subject of wheels and the overall look of the car: "The wheels and the stance were going to be the only indication the car wasn't entirely stock underneath."

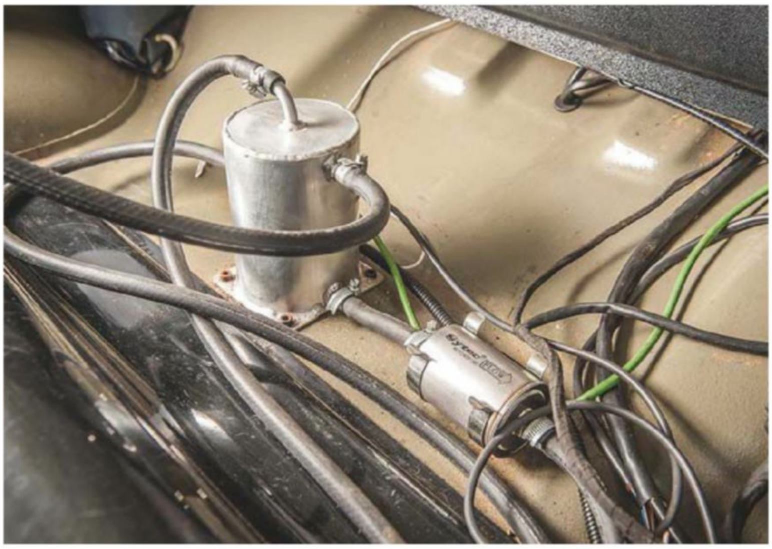
The Porsche Gas Burners bolt up to Porsche PCD-pattern discs front and rear. The suspension is as follows: a stock-width, adjustable, link-pin beam and shorter, uprated shock absorbers up front; adjustable spring plates and SPAX adjustable, gas shocks out back. The transmission is a Rancho Pro-Street swing-

TECH INFO

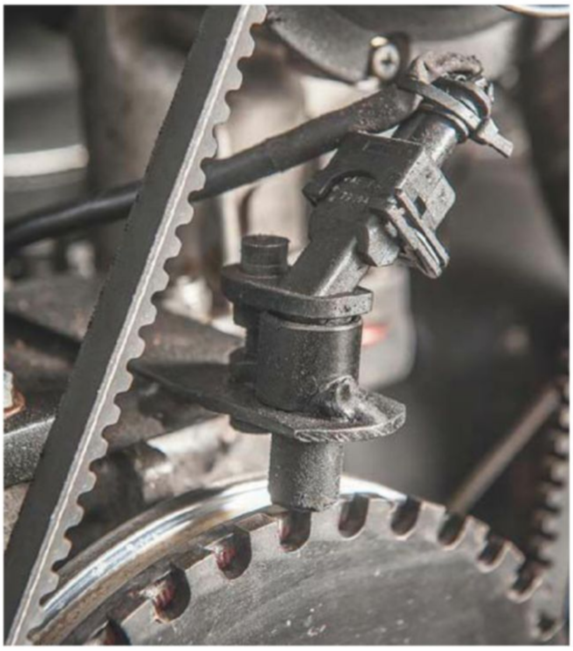
ENGINE: 1776cc Type 1 built by SCAT. SCAT 69mm Volkstroker crank, 90.5mm forged pistons, SCAT C-35 cam, 5.394-inch I beam chromoly con rods, SCAT Pro-Street heads 40mm inlet and 35.5mm exhaust ports. Heavy-duty oil pump, external filter, remote oil cooler with fan. Bugpack ceramic-coated, merged header and muffler, header fitted with welded-in threaded bung to take wide-band sensor

^ A USB connection allows laptopre-programming of the Canems ECU

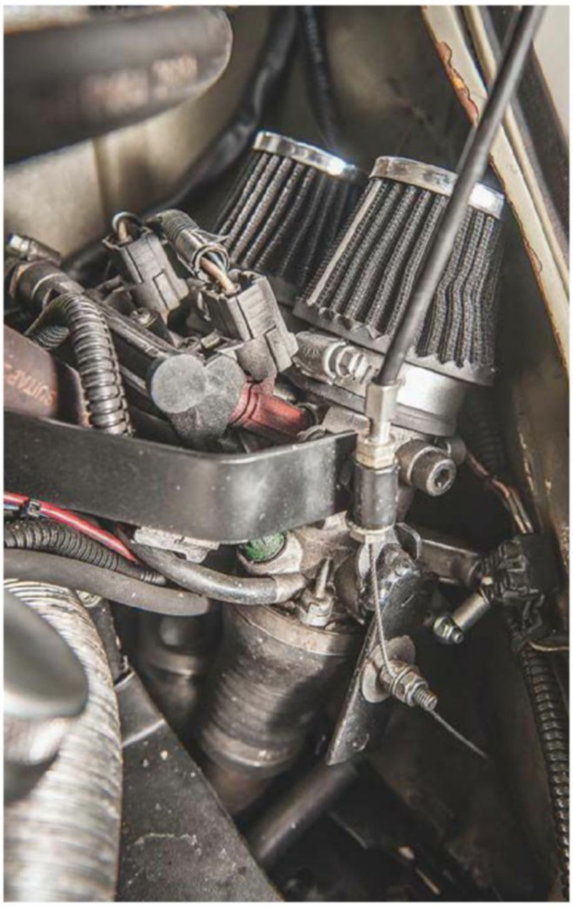
“Reliability and simplicity was the underlying mantra”



In-line pump drags the fuel up to the swirl pot to stop it from surging



The crank trigger wheel and sensor unit are mated to the ECU



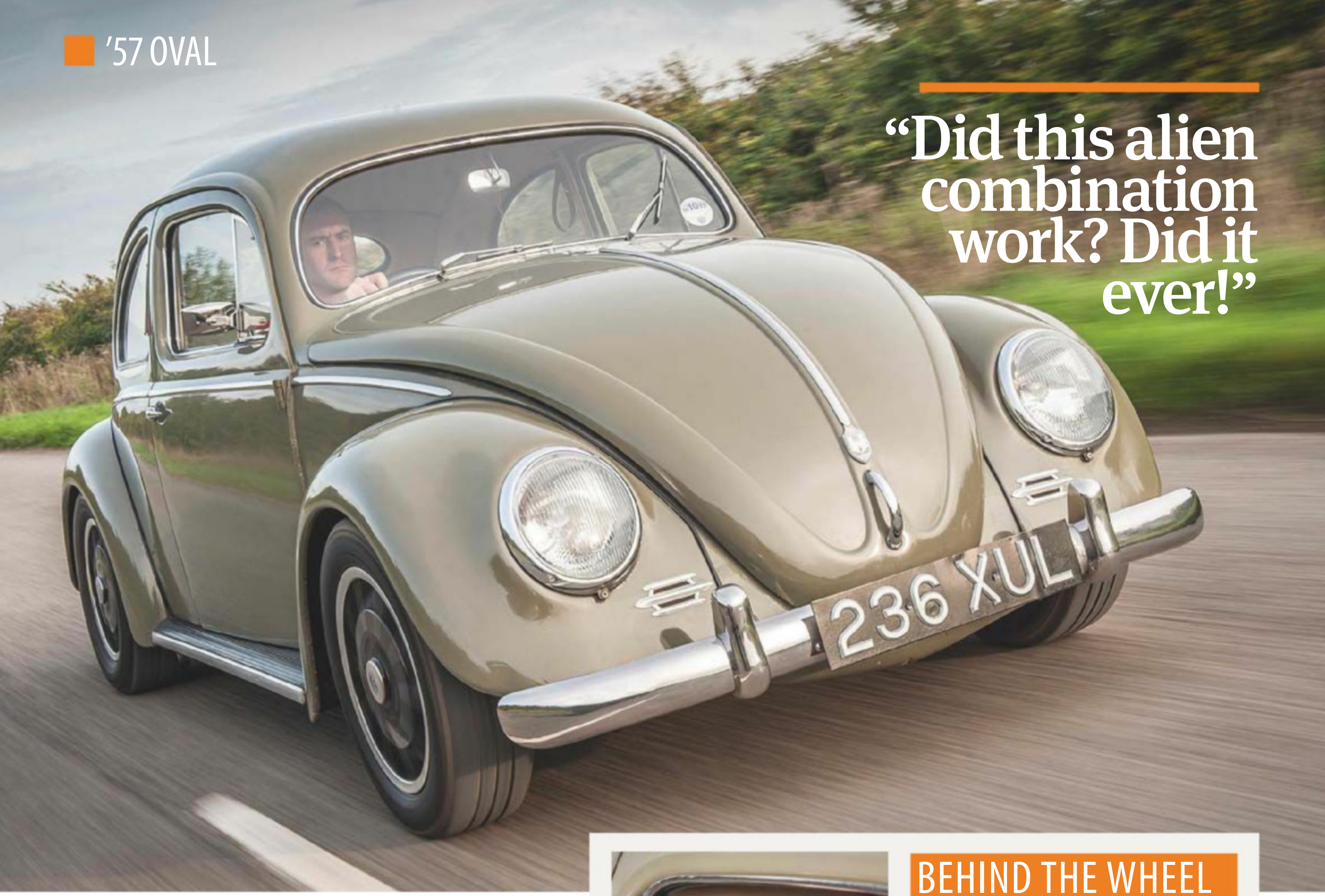
Lloyd Specialist Developments felt using motorcycle throttle bodies would work – and they were right!

axle with heavy-duty race axles.

With the car completed, it was put to work as Dave’s daily and he loved driving it for the next four years. To give you a better insight into the sort of man who’d drive a car like this on a daily basis we think you’ll enjoy what he had to say next. “One of the things that first got me into VWs was that they are simple enough for a home mechanic to maintain and I never wanted to jeopardize this. When the car was first built I had a bit of an old-speed bee in my bonnet, so I didn’t want any electronic trickery in the engine bay. It had to be carbs and a distributor running points. I started with an 009 dizzy, but after the upgrade to a SVDA dizzy from aircooled.net made such a noticeable difference to performance, I was tempted enough to make the conversion from points to electronic ignition. I was a total convert until the ignition unit failed and left me stranded. I almost went back to points for reliability over performance.”

Converted

Thankfully, Dave is friends with two brothers who are both professional engineers, Nathan and Daniel Lloyd. They run a company called Lloyd Specialist Developments (www.lloydspecialistdevelopments.co.uk) and have a reputation for their fuel-injection and electronic-ignition systems for V8 engines. We think you can probably guess where this is going… The Beetle was going to get both! So, what’s the



"Did this alien combination work? Did it ever!"

On the go, and from what Dave tells us, the '57 really does go, thanks to all the upgrades

story, Dave? "I'd had countless conversations with Nathan over the years about what could be done, in theory, with an air-cooled flat four to improve performance without risking reliability. He'd never worked on an air-cooled VW but I'd seen his work on any number of V8s and trusted his judgment. After years of driving the Beetle with traditional fuel and ignition systems, I finally decided to move over to the dark side and let Nathan and Dan go to town on it."

The Lloyds wheeled their guinea pig into their workshop and waved their magic wand over it, creating a hybrid fuel-injection and ignition system. The system they came up with was based on a Canems four-cylinder ECU with a USB-adaptor RS232 programming cable. The Canems unit comes with software for fully-mappable fuel and ignition. They fabricated a pair of manifolds to which twin throttle bodies were fitted, the thought-provoking element being that they were originally fitment for a Suzuki GSXR 600 motorcycle. The 38mm Mikuni throttle bodies are fuelled by an electric fuel pump for each side, to ensure a constant flow of fuel through two injectors per cylinder. The primary and secondary injectors help the engine climb through the rev range at a faster rate.

Tanked up

Any excess fuel is sent back to the tank via a return line. All the fuel lines are solid, stainless steel made by Nathan and Dan, who also fabricated an aluminium swirl pot beside the fuel tank so fuel delivery is not interrupted under hard cornering. They also fitted an adjustable fuel-pressure regulator and a fuel-pressure gauge in the engine bay.

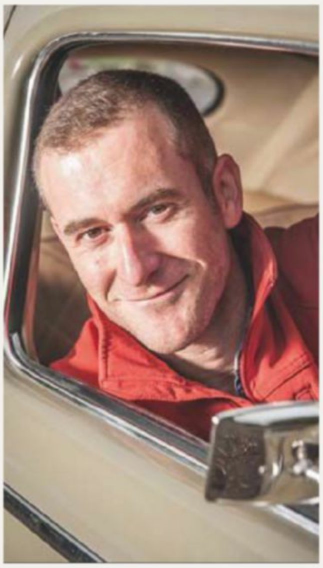
The ignition system is another hybrid based on a crank trigger wheel and sensor and modern Ford coil pack. Did this alien combination work? Did it ever!

The result of Nathan and Dan's work stunned Dave, as he told us, "The difference was unbelievable! It was way better than any of us had imagined. It behaved like a bike engine and kept producing power right through the rev range. In fact, too much power!" He went on to explain that when revved hard and high up the range they found the engine bay was sprayed with oil, so they had to pull the engine and fit a sand seal behind the front pulley.

Also, as the bottom end had not been blueprinted, the rev limiter was set at just over 5000 revs to be on the safe side. We all know the saying 'if you've got it flaunt it' and Dave would have found it hard not to have used all 7,500 of the revs the engine showed it could deliver on the test and tune!

There's another unexpected twist to this set-up, as at idle it no longer sounds like a Beetle. The computer keeps it idling smoothly and ready to pick up at a moment's notice without any hesitation.

Dave is most definitely happy he opened his mind to experimentation, as the engine makes 96bhp delivered smoothly and returns 26mpg to boot. The perfect daily driver then… ■



BEHIND THE WHEEL

"It drives great. Looks and smells like a '50s Bug, but when you put your foot down it's not just the power that hits you, but the speed that the engine picks up. It handled like it was on rails. However, after hitting an immovable object and completely trashing the front beam, I had to raise the ride height. But it still handles well – another happy medium between performance and usability.

Next steps are to drop down to a single set of throttle bodies. The current set-up goes out of balance too quickly, so the change should make it more reliable. When that happens, the temptation is to split the case and install a balanced crank and flywheel so we can take the rev limiter off and see what it's really capable of!" ■

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Aussie rules!

Found in a hedge in Cheshire, this Australian import has come a long way, in more ways than one

Words Georg Otto **Photos** Sven Zimmerman

For those of us of a particular age, let's say 30 years old and upwards, memories of our teenage years have either eroded with the passing of time, been embellished upon with rose-tinted spectacles, or, as in the case of Mike Heywood, full of some of the best years of our life and are the foundation of a wonderful existence, in motoring terms at least.

Mike: "From a young age, around 13 years old, I've been going to VW shows with Dad and I always wanted to have a Beetle of my own. This yellow '75 was, and still is, my first and only car."

Mike, now 21, was just 14 years old when he found the '75 languishing in a car park behind a block of flats only two minutes away from his family home at the time. It wasn't an old-school, in-person and with-his-own-eyes kind of find but, in typical 21st century fashion, he found it on the internet. Yes, the World Wide Web turned up a car for sale less than five miles from his home. Whatever it takes, right?

Together with his dad, Brian, he went to check the car over. Mike: "I might have only been 14 but I was already obsessed with VWs. Fortunately, my dad was too, having owned a

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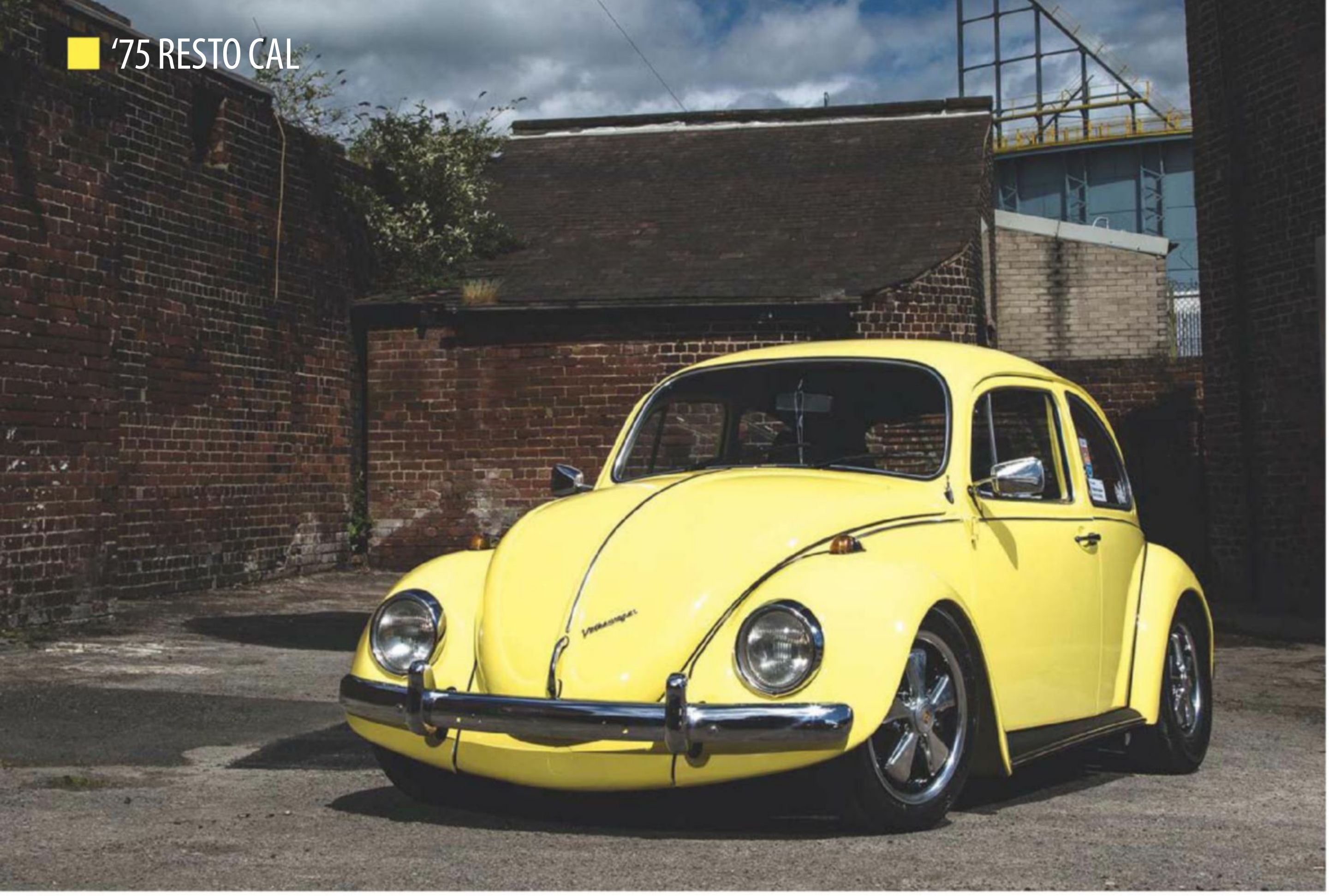


Stock, upright headlights have been retained but earlier, blade bumpers replace Europa originals

Bay Window Bus in his youth and a Beetle of his own not so long ago. He went ahead and bought the car for us to work on as a father/son project."

What the pair found was a very sorry-looking sight. The car had been, to all intents and purposes, parked in a bush! The seller admitted to using it every day until the 1641cc engine blew up and it had been laid up ever since. The history, as with most classic cars, was fairly sketchy but it was known to have been imported from Australia by its first owner some years previous. Mike: "Despite its initial appearance, this thing was pretty solid. Okay, the interior was shot, but the fact that it didn't require any welding meant I could concentrate my funds on creating my ideal car straight from the styling perspective." In a twist of fate, one of Mike's friends lived right next to where the car had been parked up and when she discovered he had bought it, showed him a photograph of her with the car taken just months earlier. Such a shame she wasn't aware that he was in the market for a Beetle, as that would have been a more exciting 'find' story than simply seeing it on the internet!

> "It runs as sweet as a nut and I've never had any problems with it"

During his formative years at those VW shows with dad, it was the Resto Cal look that had the most influence on Mike and it's obvious that affected how this late model turned out. The first stop on the build tour was at Giddy Campers (www.giddycampers.co.uk) in Stockport where Chris Hateley and Adam Large set about bringing the Bug up to a standard befitting Resto Cal. The first things consigned to history were the rear wings, complete with elephant feet rear lights, features more akin to the German Look. The replacement 1200-style rear wings and lights (a style available from '61-'67 and until '73 on the 1200 base model only, hence the nickname) take the Beetle back to a time when manufacturers cared less about safety and more about aesthetics. The decklid vents were filled over too.

Welding-wise, the boys had to deal with a tiny hole in the spare wheel well, followed by a few dents, before the whole car was prepped and painted. When Mike bought the car it was "a kind of mustard yellow". Mike thinks the colour is L19K Yukon Yellow, but the yellow option for an Australian Beetle for 1974/75 was Mellow Yellow, so we're not sure about the exact shade, all we know is it's *very* yellow.

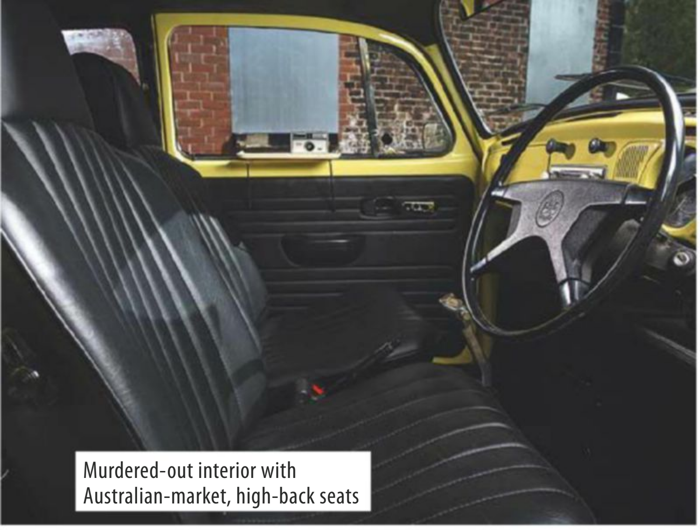
Tearing down the blown 1641 revealed the melted piston and rings in number three cylinder. With the plan to have the car back on the road by the time he turned 17, and with future insurance premiums in mind, Mike opted to fit a 1200 engine from a mate that cost just £100. Mike: "It runs as sweet as a nut. I've never had any problems with it and I even made it over to the European Bug-In this summer with my good friend Matt Geddes, albeit after a fuel-pump change at the side of the road around eight miles from Chimay!" Plans are afoot to upgrade to a slightly punchier 1600 by the end of the year now that, at 21, Mike's premiums are more palatable.

TECH INFO

BODY: 1200 rear wings and lights, smoothed engine lid
ENGINE: Standard 1200
INTERIOR: Full retrim in black, including Australian-market, high-backs
SUSPENSION: Adjustable front beam, two-spline rear drop plus adjustable spring plates. Empi short shocks on the front, standard at rear
WHEELS AND TYRES: Polished and detailed JBW Fuchs-style with Porsche centre caps. 15X4.5 Front with 135x80 Nankang tyres – 15x5 rear with 205x65 Nankangs

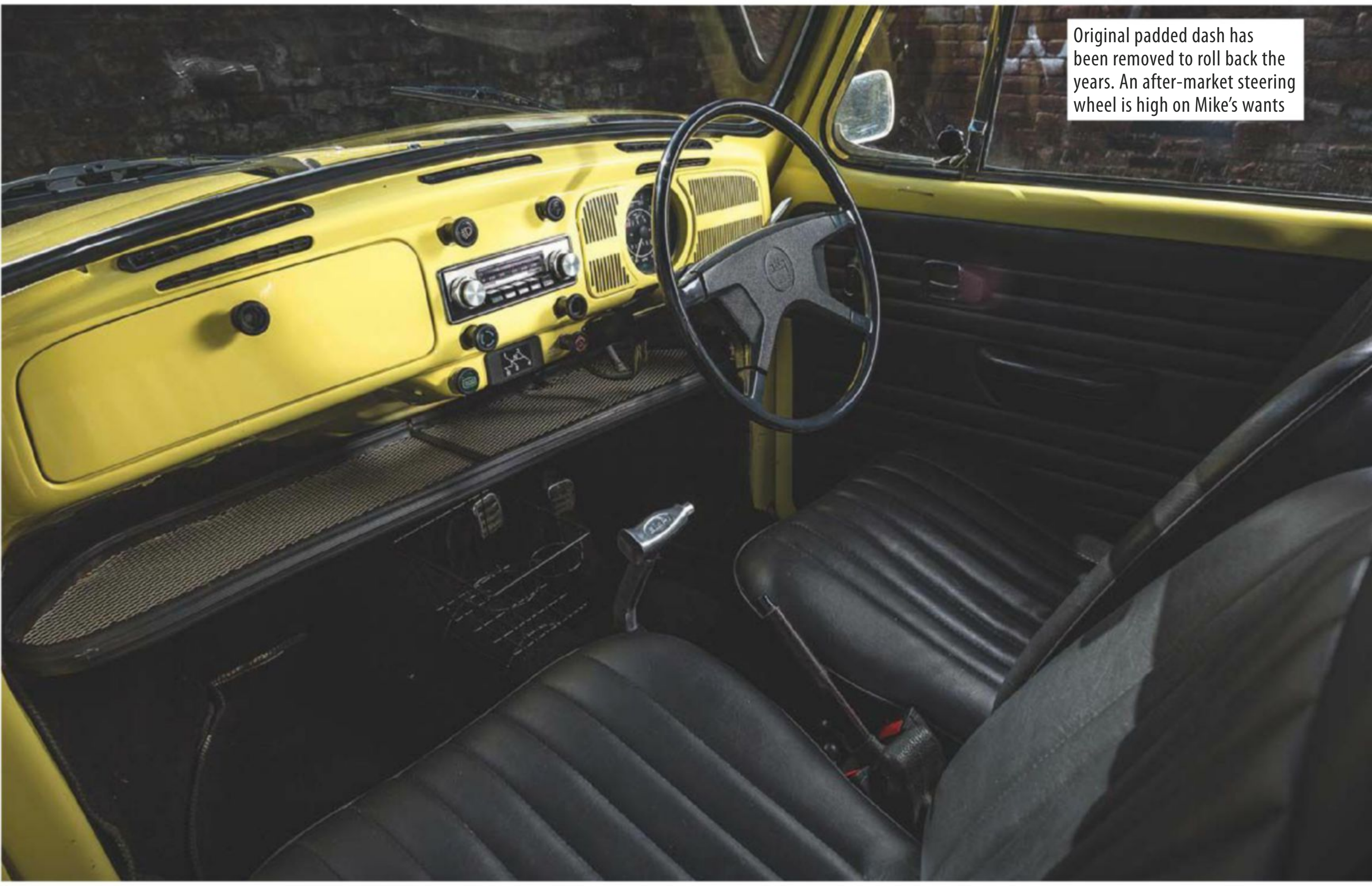
Classic choice

For most car builders, the key to any project has to be the perfect combination of stance and wheel fitment – not just the choice of wheel style, but how they sit in the arches and of course, the crucial tyre selection. There's a massive difference between those who chuck a set of alloys and tyres as bought

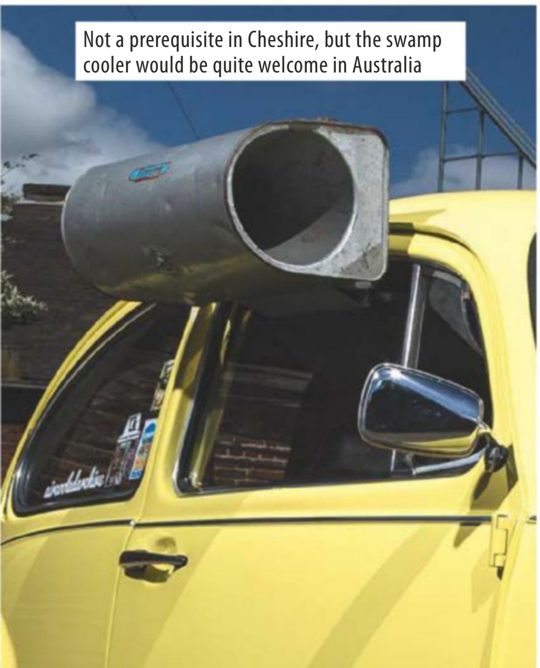


Murdered-out interior with Australian-market, high-back seats

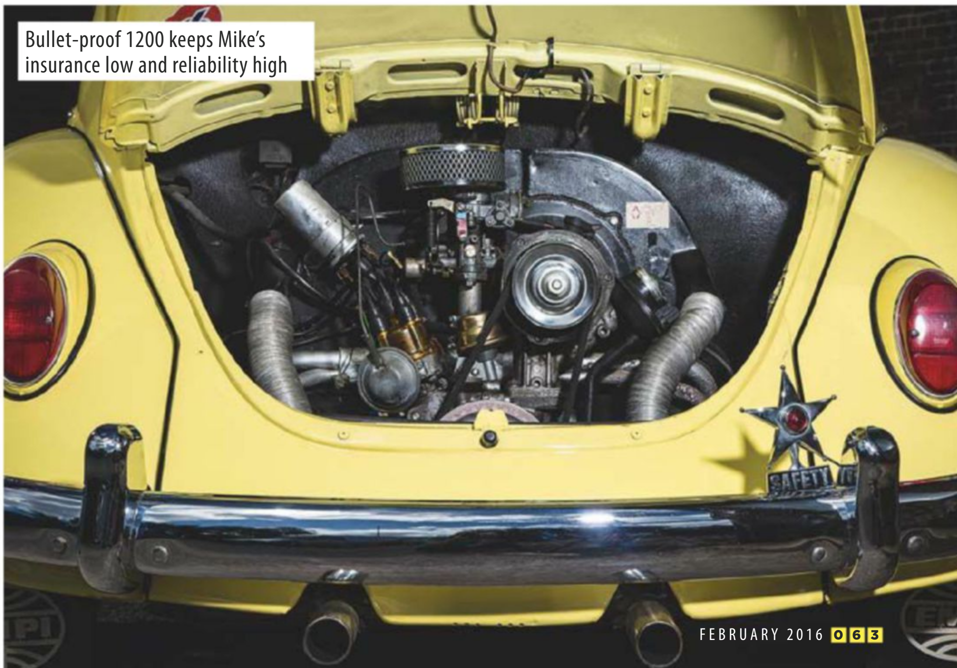
Full black retrim, including headliner, is a bold move



Original padded dash has been removed to roll back the years. An after-market steering wheel is high on Mike's wants



Not a prerequisite in Cheshire, but the swamp cooler would be quite welcome in Australia



Bullet-proof 1200 keeps Mike's insurance low and reliability high

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“The Australian climate did wonders for saving the metalwork”

Teen romance. Mike has no plans to ever sell his car

A lesson in how to make a late-model cool. Look and learn

from eBay straight on their ride, and those who take a little more care and attention. It's clear to see which category Mike falls into. Fuchs dominate the Resto Cal scene and rightly so. It's a beautiful wheel that never gets old. As the ticket price of originals continues to rise, Mike opted for the more affordable route of repros from MWS. Measuring in at 5.5 inches on the rears and 4.5 inches up front, Mike had them detailed by Stefan Rossi at Aircooled Engineering (www.ace-vw.com). Mike: "I was so pleased with the wheels when they came back. They looked even better than I had hoped. I detailed the Porsche caps myself."

The tyre choice of 135x80 fronts and 205x65 rears from Nankang were critical in helping Mike achieve the all-important Resto Cal stance. That, and the argument he had to win with his dad, who would have much preferred to have seen the Bug a little higher on the front end.

The nuts and bolts of the ride height comprise an adjustable front beam that came with the car on its lowest setting, with a two-spline drop on the rear and adjustable spring plates.

When restoring any car, be sure to label everything for future reference

Mike: "The stance has got to be my favourite part of this car. I could have gone down the route of a super-low ride, but for me the perfect stance for a Beetle has to have a bit of rake."

A car that looks this good on the outside must also look this good on the inside. The process of re-doing the interior began with the removal of the padded dash to reveal fresh, yellow paint underneath. Mike: "When I bought the car the interior was a dried-out mess. The Australian climate did wonders for saving the metalwork, but the same could not be said for the materials inside. I chose to have everything re-trimmed in black. Even the headliner is black. I think black and yellow is one of those colour combinations that just works." The interior overhaul was taken care of by Pete Lenton Car Trimmers in Cheadle, Cheshire, (www.peterlentoncartrim.co.uk). The Australian-market, high-back front seats look fresh and Mike says: "The finish is incredible. Pete did a killer job."

The car remains an on-going project. As the collection of accessories grows, so the MPG diminish but it's all in a good cause. The engine-lid rack, swamp cooler and gnarly, old suitcase are all part of the look Mike set out to achieve from the start.

Mike: "As any car guy knows, once you've put months, or even years, into a project you don't see these things as cars anymore. My dad and I have so many memories of just building this car, I don't think I could ever part with it. We're just looking forward to enjoying the fruits of our labour and showing it off at as many shows as we can during summer."

Mike would like to use this feature to say a huge thanks to his 'old man,' Brian, as the car would never have got to this stage without him. Also, Chris Emery for transporting it here, there and everywhere, Chris Hateley for the paint and to a great bunch of friends! ■

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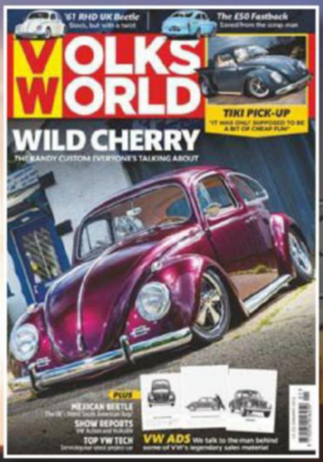

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The real Vegas of the North

If you've never attended Skeg Vegas, then you are missing out on one of the best shows of the season...

Words Steve Parsons **Photos** Bullymeister

How can we sum up in so few words the vibe that only Skeg Vegas boasts? With great difficultly, is the answer! Firstly, the venue is spot on, with lush, open spaces surrounded by woodland and all the action taking place in one large dedicated area, creating a central hub of activity. Secondly, there is something for everyone, whether you are eight or eighty. It's a super chilled-out, family weekend away, with loads of phenomenal VWs in attendance to lust over.

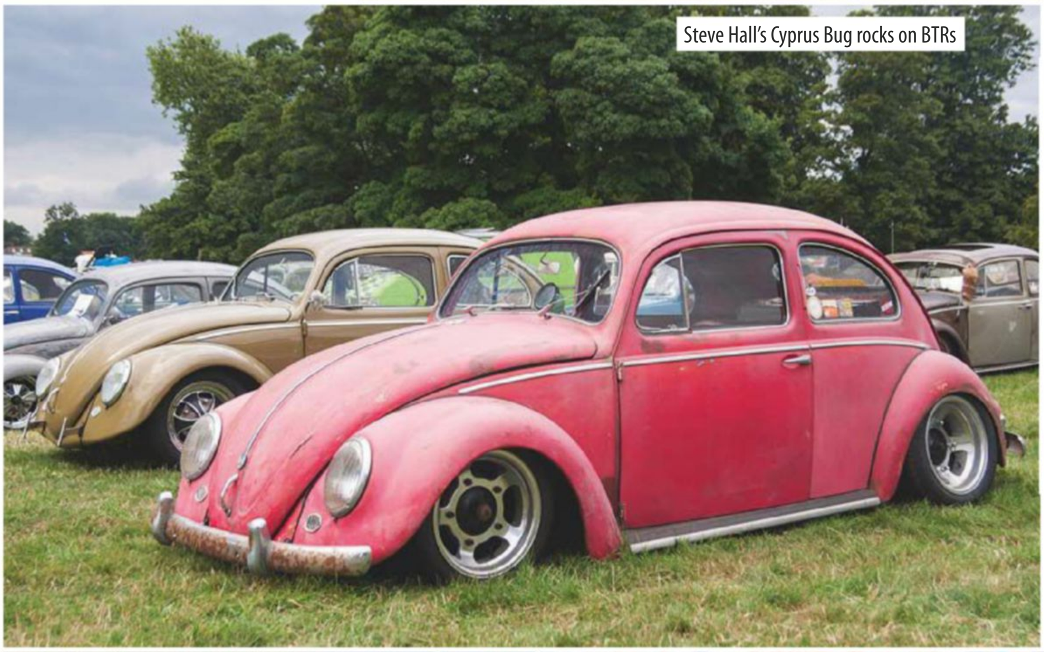
The first view of these vehicles was the Rust 'n' Rat display on the Saturday, when the patina posse got to show off their creations. However, it was on the Sunday when the air-cooled big guns came out to play, in the hope of taking home one of the awesome custom-made trophies. This year the show field was filled to capacity and the variety of models on display was staggering, with a very large amount of early and original-paint vehicles on display.

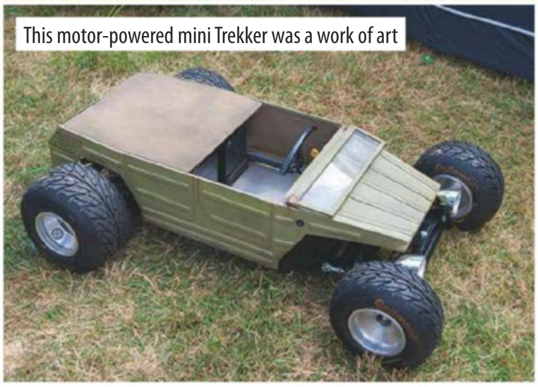
Another great spectacle was the Bomber Drome Bicycle Wall of Death. Throughout the weekend there were demos by these crazy folk doing their thing and if you had big enough balls, you could have had a go yourself!

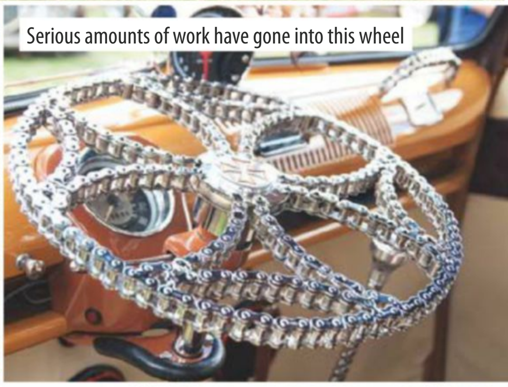
Other highlights included the ever popular DTA limbo competition, a great swap meet, as well as a thumping dance tent in the evening.

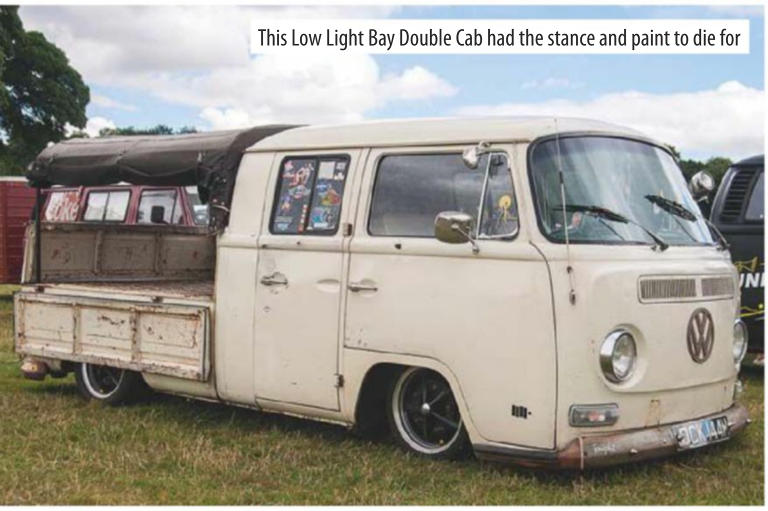
We strongly advise you to put 19-21 August 2016 in your diaries now, you won't be disappointed! ■

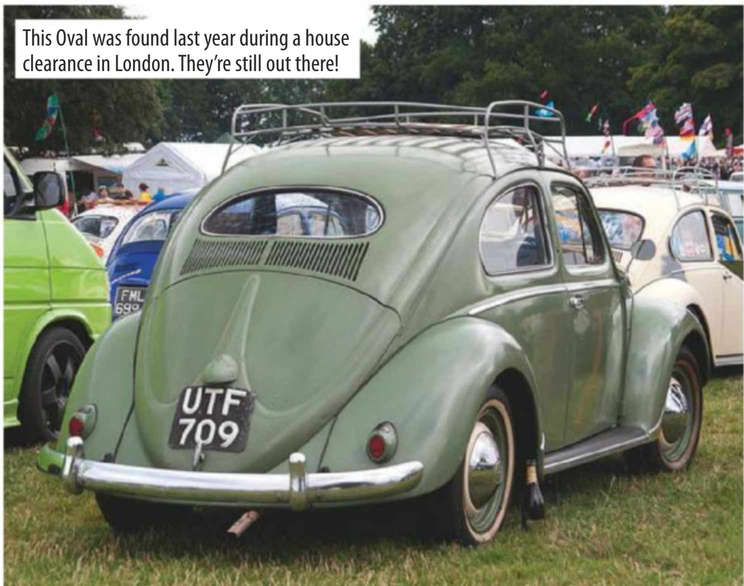
The good life. Chilling with mates and VWs


Steve Hall's Cyprus Bug rocks on BTRs


This motor-powered mini Trekker was a work of art


Serious amounts of work have gone into this wheel


This Low Light Bay Double Cab had the stance and paint to die for


This Oval was found last year during a house clearance in London. They're still out there!

The stuff of dreams. Backdoor Ben's perfect patina '51 Barndoor

Eden Cayless took home a well-deserved trophy on the Sunday

Fully-polished Speed Master rims work so well on Lew Savage's old Square

Split or Oval, which would you choose?

Graham Page's 'Piggy Panel' is just so right

Love the piano signwriting on this Panel Van

A folding windscreen may give you an advantage in the limbo but Stripy Hat Man may be your downfall...

Who doesn't love a Notch, especially a Pearl White one, rolling on detailed Fuchs?

Sweet '69 Riviera owned by Joe Halliday

Skeg Vegas

"I can see the sea from here"

Matty Armstrong's period-perfect patina'd PGSG

If you want a head start in the limbo competition, you going to want to start with a Ghia

Bomber Drome Wall of Death, nutters!

"Beam me up Scotty!" This year's fancy dress theme was Sci-Fi and these folk were well into it

Top dog. He looks pretty happy to be behind the wheel

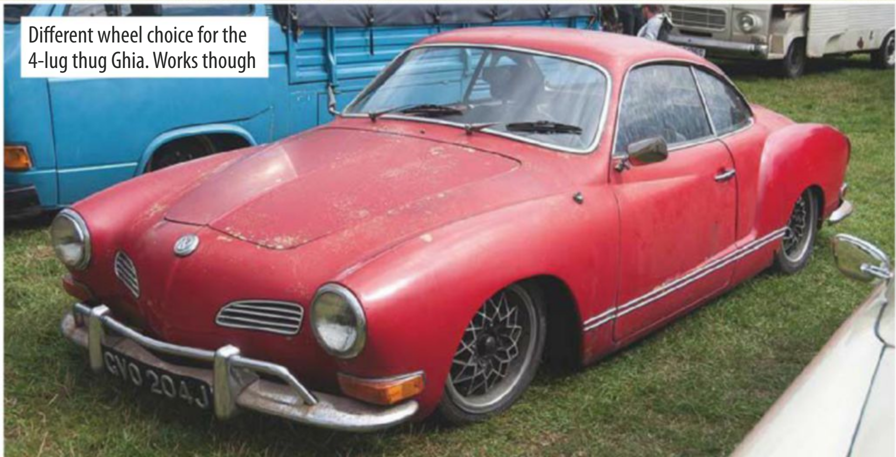
Mark Barrow's Adventurewagen

OG paint Mango goodness and weird bumper mod

EMERGENCY EXIT
STOP WHEN RED

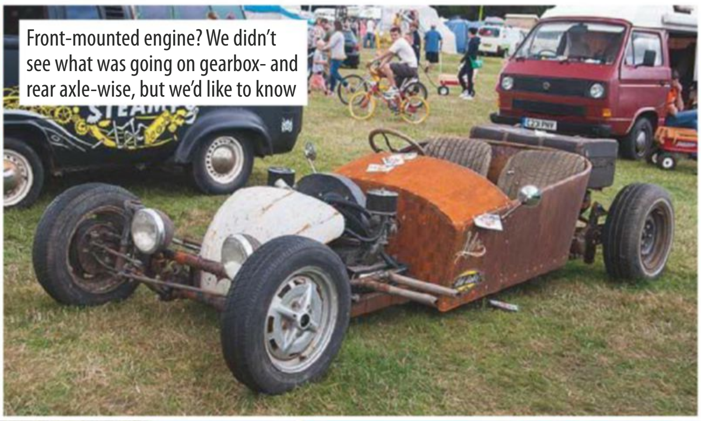
Schools out, head to Skeg Vegas!

With a Bus this low, is adding more people really going to help you win the limbo competition? It's already on the floor!!



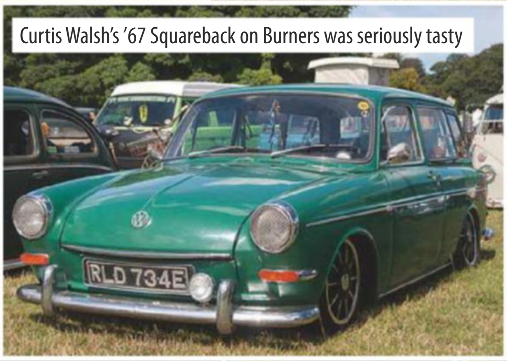
Different wheel choice for the 4-lug thug Ghia. Works though

No bling needed here, just a hard-as-nails Split



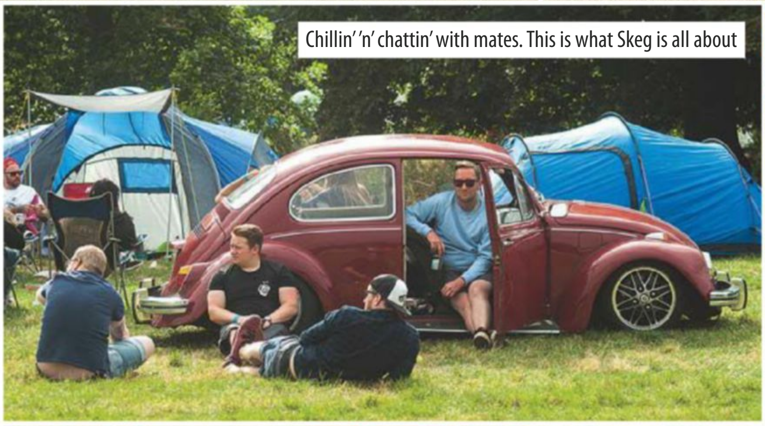
Front-mounted engine? We didn’t see what was going on gearbox- and rear axle-wise, but we’d like to know

Über-cool early Westy Bay owned by Phil McGovern

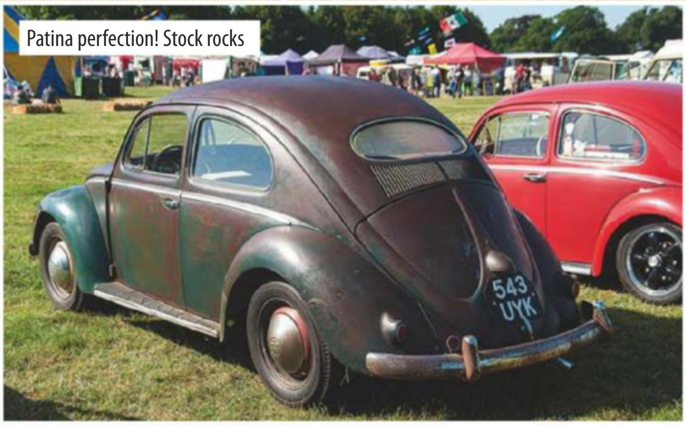


Curtis Walsh’s ’67 Squareback on Burners was seriously tasty

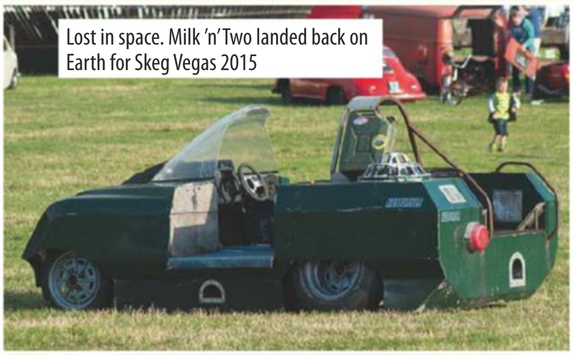
Bronzed beauty! This colour works well on a beetle



Chillin’ ’n’ chattin’ with mates. This is what Skeg is all about



Patina perfection! Stock rocks



Lost in space. Milk ’n’ Two landed back on Earth for Skeg Vegas 2015

Full-on custom Bug has some unique touches

Home from home. The camping fields were packed out this year

Two-tone posse in full effect

The packed-out show field was a sight to behold

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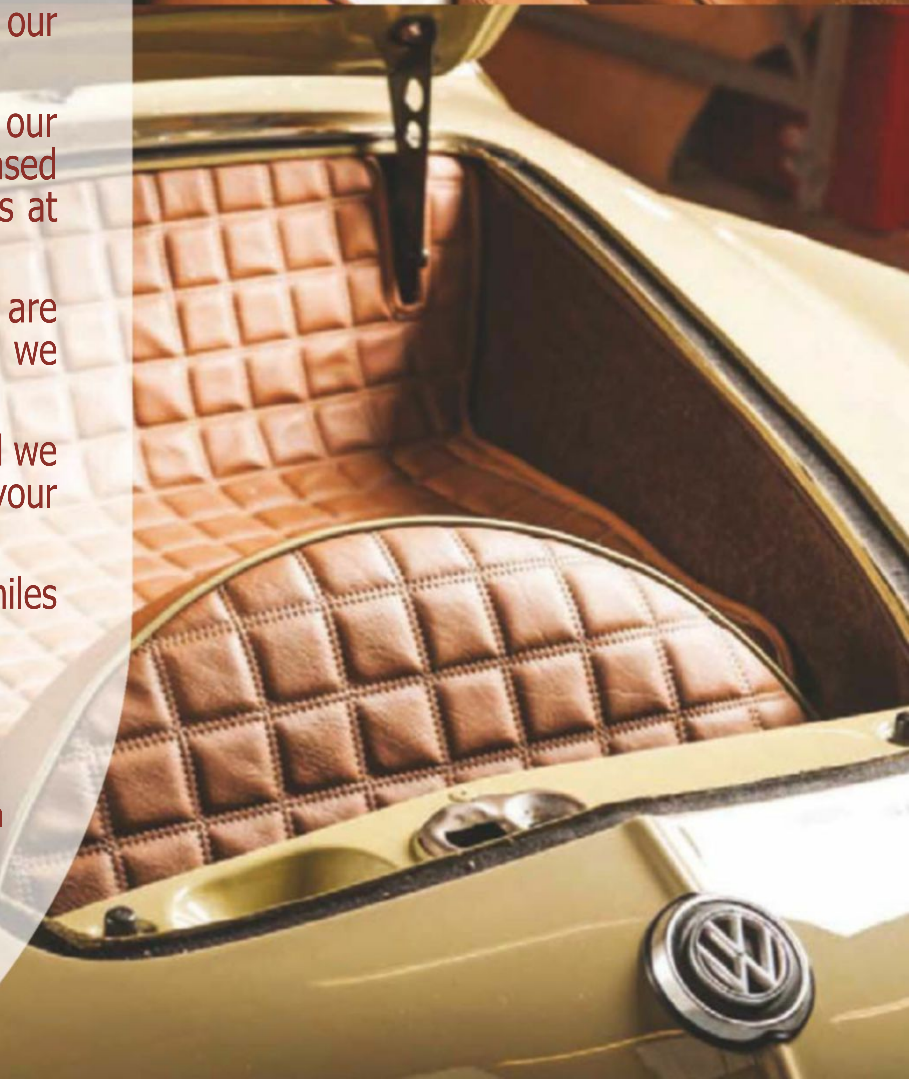

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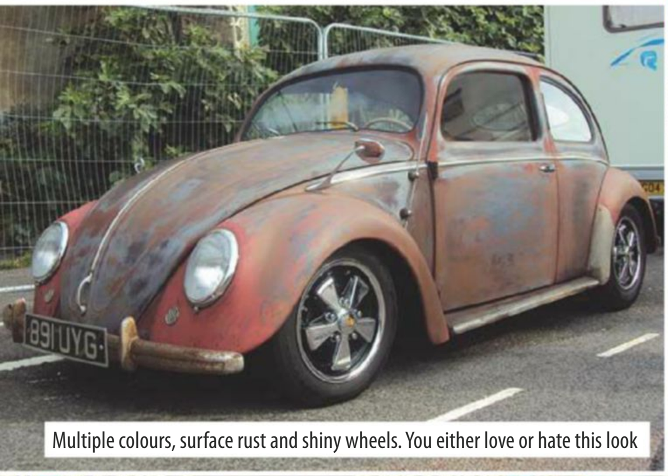
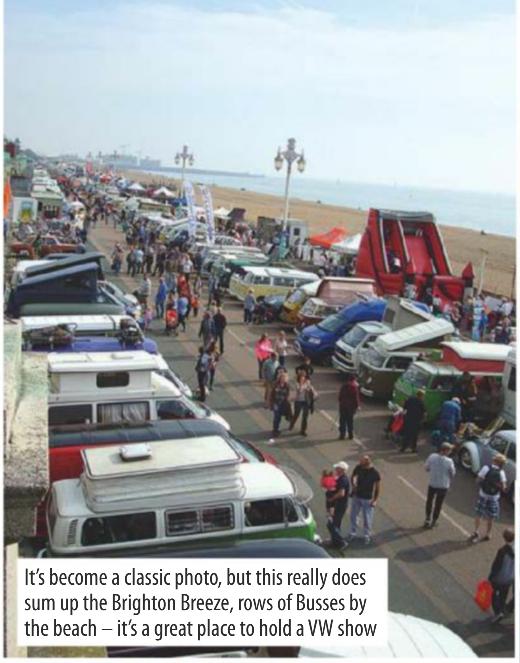

Multiple colours, surface rust and shiny wheels. You either love or hate this look


It's become a classic photo, but this really does sum up the Brighton Breeze, rows of Busses by the beach – it's a great place to hold a VW show

This Late Bay was one of our favourites. It just looked right

John Well's Mango 11-window was our pick of the day. Watch our for a full feature coming your way

Beach life

A day beside the seaside at the Brighton Breeze

Words James Peene **Photos** James and Steve

Without question, the Brighton Breeze is one of my favourite shows. And what's odd about that is I only ever do a tiny portion of it. I don't camp the night before (although I could), I don't cruise down with the rest of the convoy (although, again, I could) and I don't camp on the Saturday night (see previous asides). No, for me Brighton Breeze is about one thing, and one thing only, parking up on Madeira Drive with hundreds of cool VWs. And boy, was it busy this year…

What was also pretty cool this year was that I didn't have to fly solo. I travelled down with the new custodian of the Panzerfaust, our Steve, and because I wasn't driving I was free to sample the wares of some of the local hostelries. The Dark 'n' Stormys went down a treat.

Like I say, I don't normally partake in the convoy, opting instead to get down early to avoid the queues and be on hand to find feature vehicles for the mag. This year was no exception, although we did overtake and wave at a number of Buses on the way down to Brighton. If you were in one of them, apologies for not waiting.

Steve's need for speed got us in ahead of the main crowd and we parked up in front of the *Camper&Bus* trade stand. Once there, we were free to walk, and walk, and walk the huge lines of vehicles that stretched virtually the entire length of Madeira Drive, talk to the owners and buy some cool bits and bobs from the various parts vendors and swapmeeters.

Brighton Breeze is a must do in 2016. ■

Slammed Split turned heads as it dragged itself along the sea front

Everyone loves period sign writing

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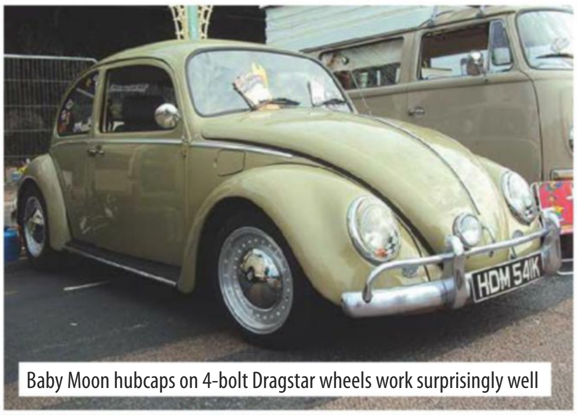


Baby Moon hubcaps on 4-bolt Dragstar wheels work surprisingly well

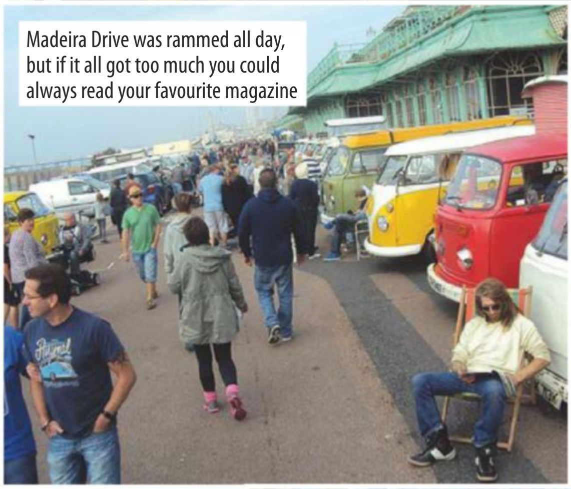
The Panzerfaust got its first show outing under Steve's ownership

We love a 13-window and this one ticked all the boxes

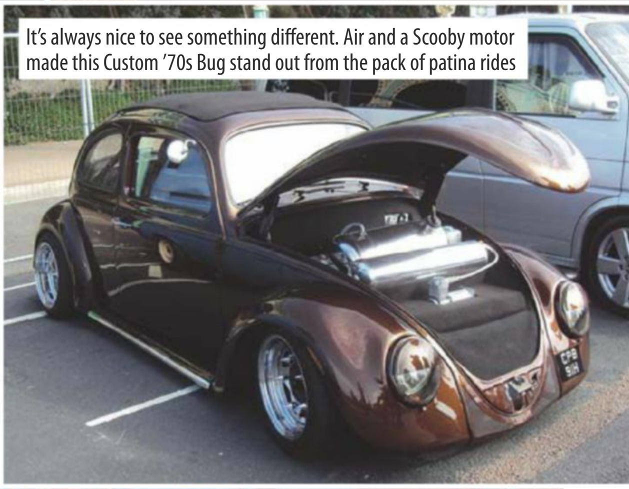
Massive roof rack and ladder combo!

Sweet L50 Diamond Blue Fasty was a very clean car

Magnesium American Racing 5-spokes rock!



Madeira Drive was rammed all day, but if it all got too much you could always read your favourite magazine



It's always nice to see something different. Air and a Scooby motor made this Custom '70s Bug stand out from the pack of patina rides

Big, split-rim BBS's look great stuffed in the arches

We saw this late model on the way down and commented of how cool it looked. Great colour and wheel choice

The perfect parts hauler. We need one!

Cute Velvet Green 13-window Deluxe taking in the sunshine

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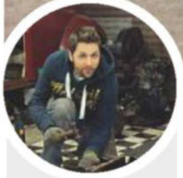
If the car had been ready to bolt on to the 'pan for the final time, I might have kept it



OWNER INFO

NAME: James Peene

JOB: Editor

CAR: '66 1300 sunroof Beetle

WORK THIS MONTH: Cobble it all together and move the car on to someone with more time and talent than my goodself

Going, going, gone

James decides to sell the Penny Pincher

The Penny Pincher, it's been a bit of an odd one really. Whilst I've enjoyed huge parts of working on it over the last few years, and it has provided me with a valuable insight into just how much time and money goes into working on any restoration project, I decided that I just didn't have the time or inclination to finish it.

Whilst I know that might sound like a bit of an odd thing for the editor of a VW mag to admit , the fact of the matter is I came to view the car as a distraction to my real life. And life, as they say, has a way of getting in the way of the things we want to do. Which is why work pretty much ground to a halt on it last year and my plan to get back on it over the summer months never came to fruition.

Before I knew it, the warm weather had evaporated and I was faced with working in a freezing, cold garage on a car that, actually, I decided, I didn't want once it was done anyway. Motivation was at an all time low.

It was at this point that an alcohol-fueled conversation with a friend of mine at a wedding revealed he had an interest in the car, if I ever decided to sell. I went away and thought about it and decided the time was right to pass it on to someone with the time, energy and skills to finish it off… Enter Simon Meakin, the chap with the slammed Seasand Biege '65 on Empi Race Trim alloys from the April 2015 issue of *Volksworld*, who also works at Creative Coachworks and has a fondness for reptiles and sausages.

Simon's '65 is a cool car, but he'd always been a big fan of the Penny Pincher's patina, and my hair, and whilst I couldn't help him with his do, I was happy to sell the Penny Pincher to him.

I worked out what parts would be included in the deal and agreed a price with him, and a weekend that he could come down with Creative Coachwork's Alan and Phil to collect it all.

The Pincher's doors had already made it to Wem, as Alan had already kindly offered to help me out by repairing the bottom sections. They brought the doors back down with them to make trailering

< Body and floorpan went together, but will require some fettling to make everything line up properly, won't they Simon?

the rest of the car back a bit easier / safer. If the car was water-tight we could also chuck all the other bits and bobs in it for the journey north to Shropshire.

All I had to do was put the body back on the 'pan… All I'll say here is thanks Steve and Jon, I couldn't have done it without you. You're good eggs.

We don't see a lot of Jon Gilbert in the garage these days, and on a rare occurence of him popping by, he was cajoled into helping reunite the two biggest chunks of my car. With Steve up at the front end, Jon and I heaved the heavier, rear portion of the car into place. It slotted on pretty well, but revealed how a bit of finagling will be required to get all of the bolt holes to line up properly. Oh, well, it's not my problem anymore, is it?

A hole in one

Needless to say, we bolted the body down to the 'pan enough to secure it for its journey on the trailer, loosely attached the wings and called it a day.

Simon, Phil and Alan came to collect the car and better still, swung by my house to trailer my other (at the time, broken) project back to Steve's garage. A win-win situation, even if we did attract the unwanted attention of a man more drunk than anyone has any right to be so early on a Sunday morning.

Phil and Simon bolted the doors on and the '66 looked like a car again. To be honest, if the body was going on the 'pan for the final time and in readiness for the big build up, I might have been tempted to keep it, but I wasn't, so we pushed it onto the trailer and away it went.

The good news is Simon plans to do pretty much everything I wanted to the car – that is, run a detailed 'pan with a solid, but patina'd body. The best part is he actually has the time and skills to do all this and has already steamed into it, moving the project on more in a week than I did in the last two years.

Actually, scratch that. The best part is that selling the '66 cleared my headspace and I've already bought its replacement. You can read about that next month. ■

> “A fondness for reptiles and sausages”

^ Buy the '66 and get all this crap for free! Wish I'd kept my nice front bumper though…

⌄ Popping the doors back on is easy when you only take pictures, not actually do it

^ Loosely assembled for the journey to its new home in Wem

< I was a little sad to see it go, but the money came in handy and its replacement has already taken its place in Steve's garage of doom

VOLKS WORLD PROJECT CARS

Fuch fest

Owner: Steve Gosling
Cars: '61 ragtop, '67 Ghia, '70 Bay Window
This month: The Bay is in weekly use taking rubbish from our new house to the dump, the Beetle on the other hand is still baffling me with what appears to be a wiring issue

In a flap

Owner: Cathal O'Toole
Cars: '77 Cal Look Beetle, GT Beetle and '73 Riviera Camper
This month: There was an embarrassing scabbing issue behind my flap! A call to Cool Air had a replacement fuel-filler recess dispatched asap

Racking up the miles

Owner: Jon Robinson-Pratt
Car: '64 Beetle
This month: Not much to report apart from using and abusing!!! Getting out with my 'Beetle' mates!

Swapping cogs

Owner: Ivan McCutcheon
Cars: '67 Beetle
This month: Thanks to Peter Englezos at Cogbox for the gearbox rebuild. The 'box is now with Funkenblitz, but it's still not in the car

Missing link

Owner: Gordie Woollacott
Car: '70 Bay Westy
This month: King- and link-pin beam is in the works and should be ready soon – anybody know of any '63-'67 arms available?!

Telly tubby

Owner: Steve Parsons
Car: '61 Split
This month: I've been gathering the necessary bits for the Bus's slam job. 4-inch tubs have arrived from Deluxe Metal Works and they're really good quality!

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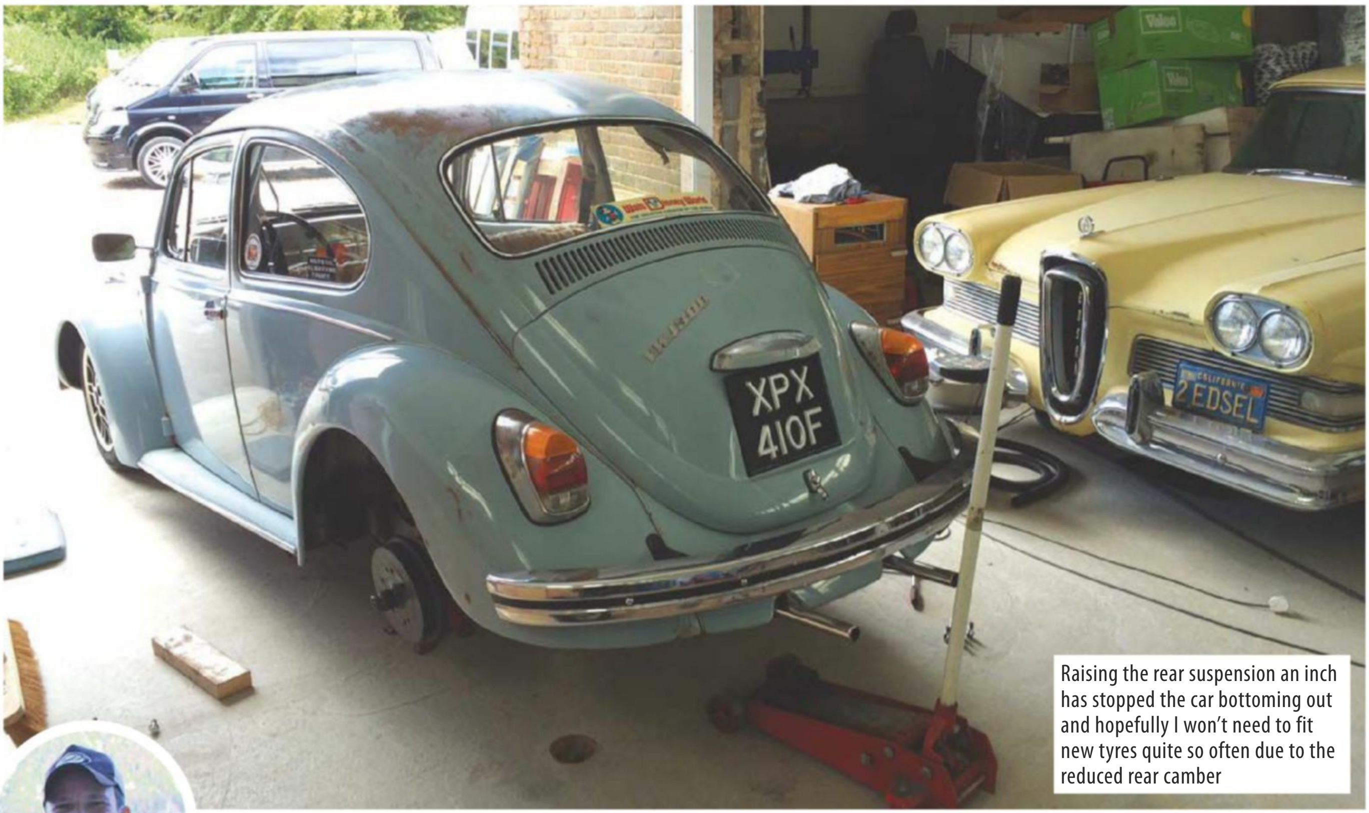


Raising the rear suspension an inch has stopped the car bottoming out and hopefully I won't need to fit new tyres quite so often due to the reduced rear camber

OWNER INFO

NAME:
Mark Walker

OCCUPATION:
Serial VW fiddler

CARS OWNED:
'60 Beetle, '68 Sunroof Beetle

WORK THIS MONTH:
Dig the car out of hibernation, wash, wax, weld and MoT and drive the car. Then buy another

Back in the game

After its winter lay up, Project '68 Sunroof feels the love

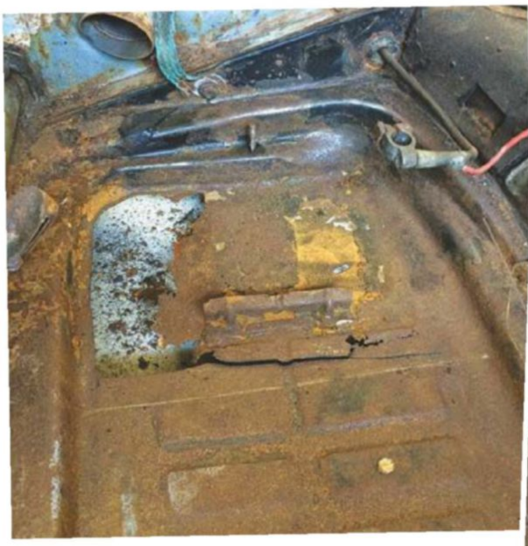
I must admit I've been really slacking on Project '68 Sunroof of late. A big change in personal circumstances over the last couple of years hasn't helped, but, with the help of friend Johnny Heather, I managed to get back on it in late July.

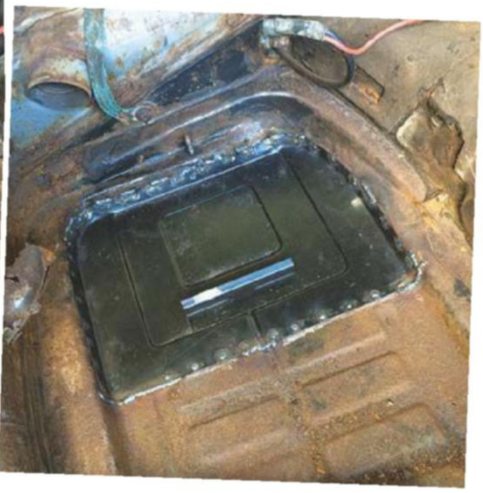
The car had been sitting where I work (Specialist Motorcaravan Services in Chichester, tel: 07791 948880) since last winter and I had allowed the MoT to lapse. The paint had gone dull and the car was starting to look really sorry for itself. A chance Sunday when I was free, Johnny suggested we go and buff the paint, so I could "get the love back". When the car was freshly washed, buffed and gleaming I had indeed started to get the love back and a plan was hatched – to drive the car to Spa for Le Bug Show in two weeks time and share expenses.

The only trouble was, the car needed a battery section welding in, new rear tyres (I had let them wear down too much on the inner edge, due to excessive camber) and a few other jobs, including a full service. I stayed late after work the following day and got the battery tray section welded in and then started to wake the car up again. A few of the electrics had stopped working due to being not used for a period of time and the passenger door lock had stopped working too. Everything just needed cleaning up and some lube to get it all working properly once again.

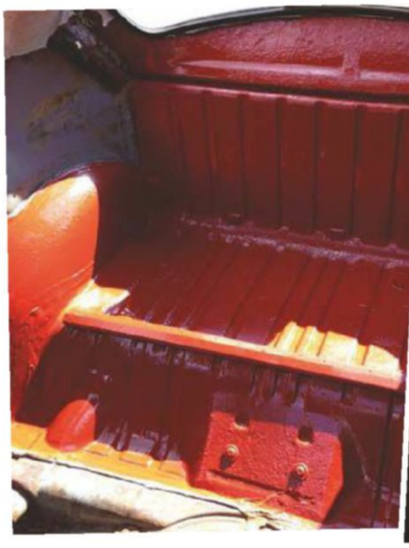
Ill behaviour

With this accomplished, it went for an MoT at Ginger's VW (www.gingersvw.co.uk) and passed with flying colours. I now had one weekend to clean up the interior, service the engine and add some sound deadening to the rear firewall. The trouble was, it was my weekend with my son and he was ill. Johnny really came up trumps for me; doing some painting, insulating and finishing the engine service, which

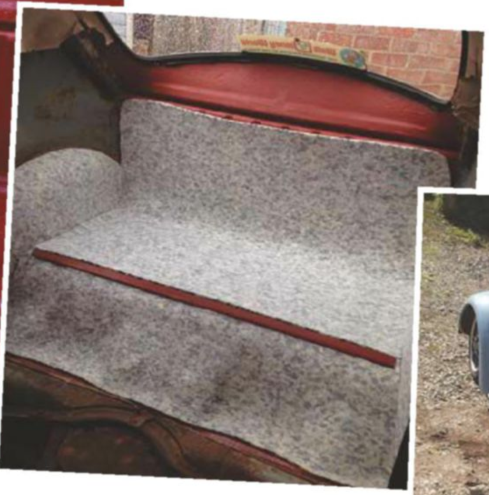




Rotten battery section of the floorpan was replaced with a cheap Klokkerholm panel that actually fitted pretty well

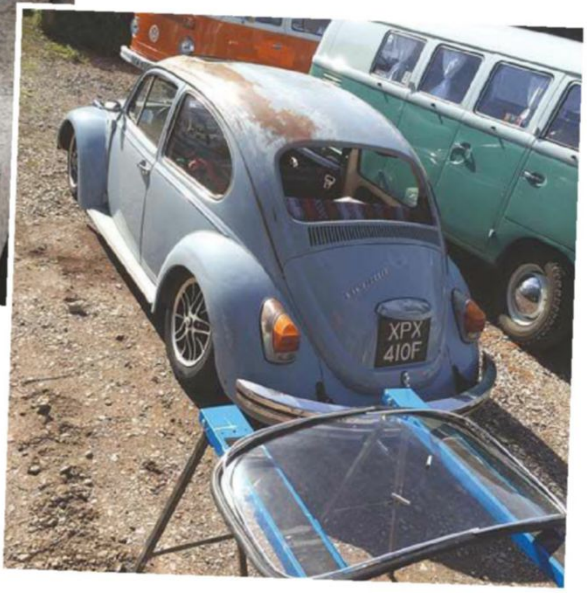


Johnny painted the rear luggage area in rust-protecting red oxide…



… and added some sound deadening to quieten it down a bit and make long journeys more bearable

I discovered a slight rear window leak, so replaced the rubber and reused the original metal trim



I had to abandon half-way through to collect an ill child. Thanks mate.

The following week the work continued in the evenings after hours. Since lowering the car, I have always been a little unhappy with the rear stance. Let me explain: I originally lowered the rear suspension two outer splines back in early 2014, for a total of around a four-inch drop. I notched the springplates with a gentle radiused curve and fitted shorter Bugpack rear shocks, so that the car wouldn't bottom out.

Once the now-lowered car was back on the road (just in time for the 2014 *VolksWorld* Show), a couple of problems came to light. Whilst the rear was only lowered two outers, it had clearly sagged a little with age and was pretty low. Despite the modifications, the car would occasionally bottom out on large bumps with a big bang, which I hated. The other issue was more cosmetic; whilst the running board sat at the correct angle, i.e. slightly lower at the front, the front-tyre-to-arch gap always looked bigger than the rear one, which I didn't like.

So, with the car pretty much ready for Spa, I decided to address the issue. I dismantled the rear suspension and used my inclinometer (angle finder) to raise the rear suspension by four degrees (approximately one inch) by using the inner and outer splines. With the car back together and on the ground, the difference is very subtle, but I'm much happier with it and, more importantly, it no longer bottoms out. One thing I didn't think to sort out after doing this, though, was the headlamp adjustment, leading to a trip to Spa by candle power (we definitely didn't need beam deflectors!) as I'm running non-halogen French-spec yellow bulbs, which aren't the brightest anyway.

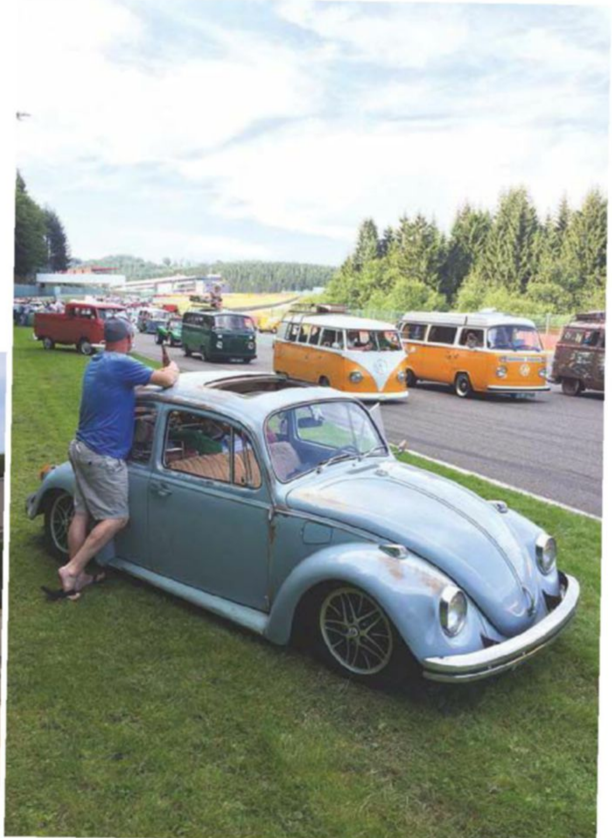
> “With the car back together and on the ground, the difference is very subtle, but I'm much happier”

The Spa trip worked out well; we shared the driving and covered 1,508 km with no problems whatsoever. Awesome.

With my new found love for the car, I've been fixing little things ever since, such as replacing the leaking rear-windscreen rubber, buying a new interior light and finding a nice headlamp reflector at the RSVP BBQ to replace the yellowing driver's side one. However, it is with regret that I've put the car up for sale, due to new plans and a newly-purchased '67 1500. Watch this space. ■

bonjour
2 2 1 1

Bonjour indeed! Euro trip went faultlessly – I love a photo by the pumps!



Johnny taking a much-needed break on the Spa F1 track, after the marathon to get the car there

Shooting hoops

While there's nothing wrong with a good, clean set of GT rims, this month Paul Cowland has consigned them to history and fitted some Spider Mags

Words and photos Paul Cowland

When building a Back To '89-style Bug, there are only a small number of wheels that will really cut the mustard. If you are old enough to remember it all the first time round, you'll perhaps recall visiting all those shows and seeing endless rows of Wolfsburg's finest wearing very similar rims!

So, unless your budget and search skills stretched to finding exotic 914 rims or the like, four-stud cars for the unwashed masses generally wore Empi 8-spokes, Rivieras or Centrelines, and five-stud cars either went for painted early steels or Empi 5s.

If you were a real player, you might have blown the budget on a set of genuine, polished Fuchs with a set of redrilled drums to suit.

Unless you were a ground-breaker like Mr. King or Mr. Constable, with their avant garde use of cutting edge rims like the Centra geometric designs, or the odd clever person fitting Saab 3-spokes or RS Turbo rims, the path of rim greatness for early lookers was pretty straightforward.

These days, of course, the wheel game is very different. A plethora of quality names have revived many of the cool wheel designs that we all lusted after in those early days. A decent reproduction Gas Burner, Fuchs or BRM is now only a phone call or click away, if that's what your heart desires, and thanks to eBay and internet forums, even finding the real thing suddenly got a whole lot easier, too!

For this project though, from the second we decided to go down the old-school route and pay homage to Colin Burnham's seminal '80s looker in the process, the wheel choice was simple; a set of black Empi 8-spokes, or Spider Mags, if you prefer. Zero points for original thinking, but several for ticking the right styling boxes.

My weapon of choice here would be a set of the nicely-styled Wolfrace/Revolution repros. A nice 32.5mm offset allows for decent lows, and the 5.5-inch width would happily take both the 155 and 185/65 Toyo rubber I had in mind.

Fitting them up would be my long-suffering mate Ronny Demera, down at Tread Mark in Nottingham – a man who knows how to take care of polished and custom wheels – and make a great cup of tea at the same time... ■

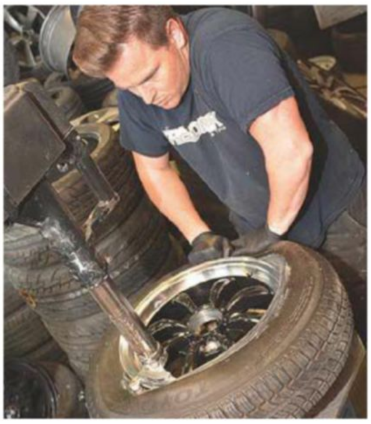
01 On an even and level surface, the first job was to carefully jack up the car and remove the old wheels. If you don't have a windy gun, crack the bolts before you lift, as you have more purchase to push against

JOB INFO

TOOLS NEEDED:
19mm socket, torque wrench, breaker bar, trolley jack
MATERIALS USED:
New Wolfrace/ Revolution wheels. 155 and 185 Toyo tyres
TIME TAKEN:
Approximately 1 hour
COST: Strip, fit and balance around £10-15 per wheel. Wheels £65-85 each
Tyres – from £50 upwards
THANKS TO:
toyo.co.uk
revolutionwheels.com
facebook.com/tread.mark.9

02 As I wanted to re-use the 155 front tyres on the new Empi rims, Ronny carefully removed them from the GT wheels. Whilst it is possible to do this yourself using a tyre splitter, it simply isn't worth the effort or danger of damaging either the rim or yourself. For what it costs, take them to a pro to remove the tyres

03 The new rims were then placed on the fitting table to allow the new valves to be fitted. Always use new valves for piece of mind. They don't cost much either



04 The scary bit... well, if you have polished edges, anyway! This is where you want a good guy on your side. Poor fitters and cheap machines lead to chewed rims, so it's great to have an expert like Ronny gliding the Toyos past the polished lips. Needless to say, all were perfect!

05 Although you might get away without balancing the rear wheels on a Beetle due to its general low-speed antics (our old wheels weren't) you should always balance both fronts and rears. A good dynamic balance will make all the difference on our alloys. Here, Ronny took his time to dial out all the small imperfections

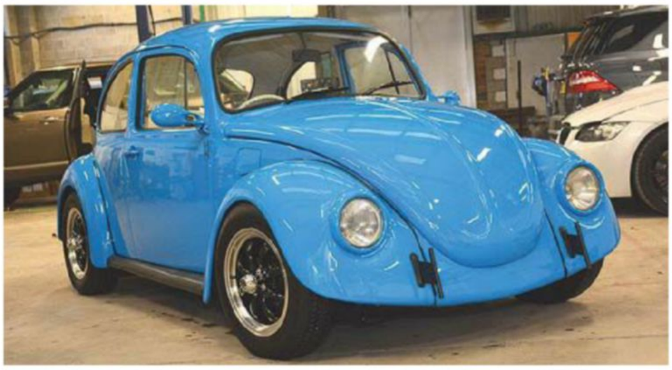
06 Stick-on balance weights should always be used on alloys, so don't let your fitter use bash-on weights under any circumstances. They're really for steel wheels only. For extra style points, we went for black stick-on weights, to visually lose the weight against the wheel rim. These little touches are worth spending the time on, so ask your fitter for the right weights for your rims

07 Unlike modern alloys, old Beetle alloys have no centre spigot ring to ensure that they sit centrally on the hub. If you don't bolt them up square, you'll get wheel wobble, so the best (and most back-friendly) technique is to get the car as low as possible and centre the wheel with your feet

08 Then carefully tighten up each bolt a few turns at a time to allow the shoulder profile on each one to drag the wheel into the centre of the hub. Taking your time here will result in perfect, even rotation! Make sure your bolts have the right seat profile if you are changing from steels to alloys, too, as they can be different. Also ensure that the bolt has at least four FULL turns through the thicker alloy wheel for safety's sake.

09 Once the wheel has been tightened all round, use the torque wrench to get it right, alternating between opposing nuts when tightening for an even force on the hub. For M14 bolts it's 87 - 94 lb ft depending on model and brake type, and for M12 it's 72 lb ft

10 This style of replica Empi wheel has an authentic-style dome cap with four allen bolts, like the original. These need fitting carefully so as not to overtighten them. The result would be a cracked cap or stripped thread. You don't want to do either



11 The results are worth the cash, I think. Looking period-perfect for a late '80s car! Wheel centre caps will stay for now, but maybe some two-eared spinners for that period look should come later. What do you guys think? [No! - JP and SG and MP and JW]

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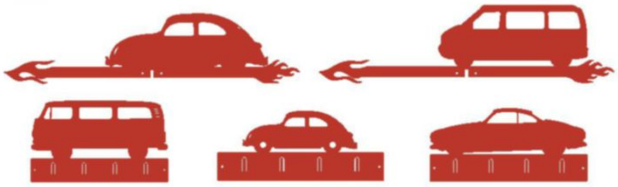

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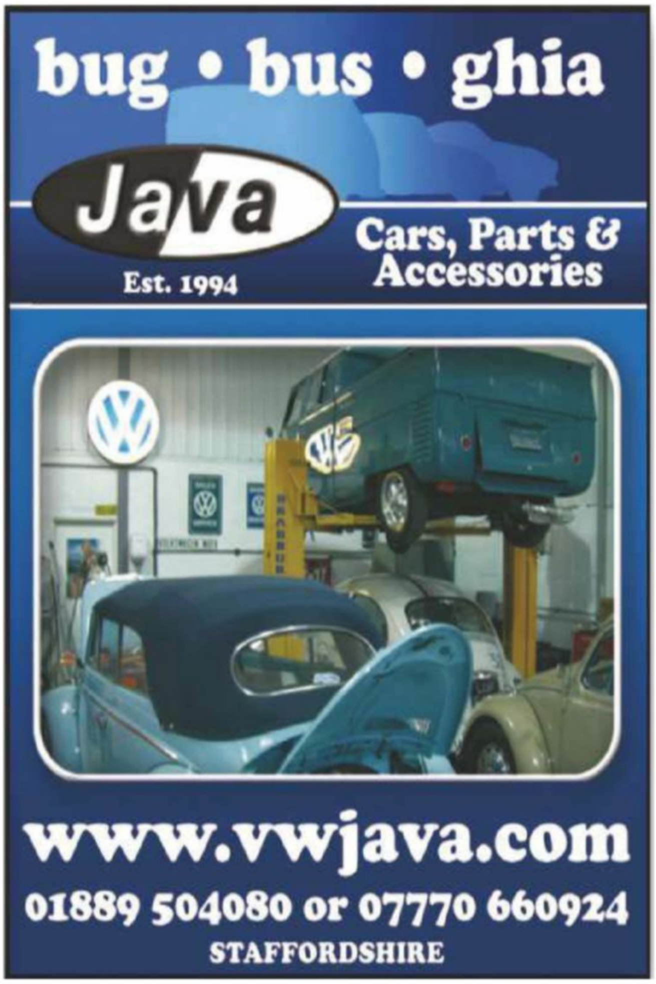
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Email: rogerknight1641@hotmail.com

T25 Club Joker High Top 1985.
This Van has been with me for over 15 yeras and have travelled all over England and France. Four birth with a double bed in the roof.Clean and tidy for year Please call James for details
Price: £4000. Location: Salisbury
Phone Number: 07872 072787
Email Address: jimwillock1964@gmail.com

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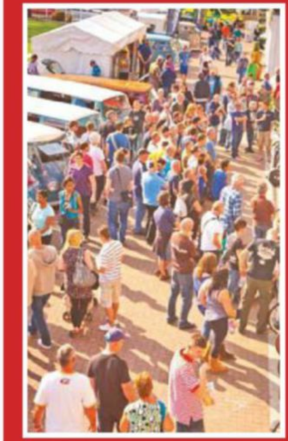

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Campers & Vans

T2 Berlin Deluxe LHD

'Ruby', 1977 Berlin Deluxe. New Birch roof interior, Turret Top,, many original features. Owned for 5 years, great fun. Family now outgrown her. Starts first time, drives nice. Spent summer in Devon this year. MOT to June 16. Perfect winter light resto for next summer, or use as she is. Body very solid for her age, needs some TLC. Priced to sell, but not desperate. Price: £9500. Location: Burton Upon Trent. Phone Number: 07885 578384
Email Address: nighem@gmail.com

T2 Crossover for sale

1972 Crossover T2 Bay Window 8 seat minibus. RHD. Low indicators. Early bumpers. Tax exempt. Excellent runner being well maintained but bodywork does require attention in some places. Overall a good solid example. MOT until July 2016. Mileage: 85912
Price: £8750 ono. Location: Worcester
Phone Number: 07511095796
Email Address: n.gingell@btinternet.com

1966 split screen camper, formerly micro bus de luxe

Rare 13 window, 1600 cc,first registered in UK 1993.Californian import, LHD. Walk through, rock-n-roll bed, recently reuphostered. Leather front seats. MOT and engine rebuild/recon warranty until May 2016. One careful owner, TLC, FSH, documents and receipts since 2000. £Thousands spent. Solid floor. Steering assembly and brake system recently renewed. Newly insulated floor, sides and headliner. New front shocks. American style bumpers, jail bars.Mileage reading not appropriate. Currently garaged. Mileage: 57000 [reading only]. Price: £23500 o.n.o. Location: Dorset BH23 4JH. Phone Number: 07780 797940
Email Address: john.m.canning@talktalk.net

Synco T4 2.4 Transporter for sale

P Reg (1997) 2.4d syncro transporter van low miles, mot'd ,ideal for camper conversation 4 new tyres.80000 miles, has been on private estate all its life. 4 wheel drive works fine. please ring for more details. Mileage: 80000
Price: £26000NO. Location: COUNTY DURHAM
Phone Number: 077895447267
Email Address: stephen.slater@live.co.uk

Monty 1972 LHD T2 Crossover Camper for sale

Monty is in Immaculate Condition and has been totally restored in 2011,USA Import. converted from a Microbus with New 1.8 engine with 30,000 miles,Westfalia pop top roof ,Smev 2 burner Cooker & Fridge,Leisure Battery, Hook up.We've fitted Webber Twinchoke Carb & Electronic Ignition, many extras. Mileage: 76984. Price: £24950 or near offers. Location: Weymouth Dorset UK
Phone Number: 01305776545
Email: keithseymour65@gmail.com

Volkswagen 1979 T2 Devon

Daisy is our family surf van normally found in the lanes around Watergate bay in the summer but nicely tucked away in a warm dry garage in Winchester in the winter ! We have had Daisy for quite a few years now and have some great adventures with her but she is eager for more ! Mileage: 17,876. Price: £12,500. Location: Winchester. Phone Number: 07768351698
Email Address: dane.noakes@yahoo.co.uk

LHD Caddy Mk2 Diesel Pickup

One UK owner, purchased from German VW dealer 2003, very good original condition interior and exterior, unmodified. Loadliner, tonneau cover, detachable towbar, Waxoyled, all MOT's, many new parts, ideal for someone with a home on the Continent. Very rare.
Mileage: 117,000 kms. Price: £4,800.00 ONO
Location: Worcestershire West Midlands
Phone Number: 07973 668626
Email Address: cpsbuild@gmail.com

1972 T2 Bay Campervan petrol Essex

1972 L reg, Westfalia conversion. Petrol engine, 1600. Right hand drive. 11 months MOT. Single owner since 1972, original stool, hammock for front berth and original fittings. Tow hook . Mileage: 130,000. Price: £15,000
Location: Essex
Phone Number: 07941262088
Email: Louise.mcelarney@gmail.com

1977 Bay Window Eurovette

1977 VW Devon Eurovette bay window camper. A completely original untouched example. Same owner for last 12 years. 12 Months MOT. Recent engine rebuild, 84k miles on original engine. Complete, original camping interior and accessories. Lots of extras included Mileage: 84000. Price: £11,750. Location: Warrington
Phone Number: 07539 083 683
Email Address: pricej84@yahoo.co.uk

1979 T2 Bay Window

1979 T2 Californian Import Bay window transporter LHD. Full MOT. Re-sprayed, new upholstery, head lining and carpet. Full width pull out bed and new engine.
Price: £12,000. Location: Suffolk
Phone Number: 07768307957
Email: yvonnecant456@btinternet.com

1973 model

Imported '82 RHD Conversion. Dropped suspension, alloys, new tyres. Recent complete professional refurb, engine stripped and' back to metal' body respray. Full detail invoices and project photos. R and R bed. MOT to May'16.
Mileage: 66,000. Price: Offers around £12500
Location: N. Yorkshire
Phone Number: 07785 370197
Email Address: p.n.long@hotmail.com

1979 Type 2 Bay Campervan 'Riviera' conversion

2.0 fuel-injected, Bay Camper imported from California in 2010. Not immaculate, but in very very good condition. Four berth with a double bed upstairs and rock 'n' roll double bed. MOT until August 2016. Many receipts. Drives beautifully. Mileage: 53,300. Price: £14,500
Location: Wokingham, Berkshire
Phone: 07900 193013
Email: george.haigh72@yahoo.co.uk

VW T25 Dehler Profi Camper Van

VW T25 Dehler Profi. 1986 2.1L Petrol - Automatic MOT until May 2016 (no advisories) Serviced in May 2015. 225648KM on the clock. 6 seater. Left hand drive. Sleeps 4/5. Fantastic Underseal Job. This is an extremely rare imported VW so you would be buying a unique van that is a brilliant drive and looks superb! Having to sell due to another little arrival in the family. Therefore, we need to upgrade to a bigger van for next summer. Any questions, just shout. Ben. Mileage: 225648km
Price: 7,600. Location: Tetbury
Phone: 07816169011
Email: bendando@hotmail.com

1976 T2 Late Bay LHD Californian Import

1700cc twin Solex carburettor. Imported 2014, resprayed in original colours, fully reconditioned using many new parts. undersealed, reupholstered. 3000 miles simce then. Full width rock and roll bed. cooker. MOT to March 2016. Mileage: Indicated 49,000
Price: £15,500. Location: Hertfordshire
Phone Number: 07766 421990
Email Address: mhgray@vivaldi.net

Transporter (T3, T4 and T5)

For Sale Volkswagen Transporter LWB 130bhp T5 2461cc 2008 58 plate first date of registration 14.11.2008. Mileage: 51000
Price: 29995
Location: blackpool
Phone Number: 07540935793
Email Address: danny_adz@hotmail.co.uk

T5 Fully converted and certified - 2013 van

For sale is our 2013 VW T5 transporter, first registered on the 26th of June 2013. She was purchased direct from VW Commercial vehicles, with a mileage of 18,477, and converted in August 2014. Mileage: 22,000. Price: 33,000
Location: Swansea, Wales
Phone Number: 07786 973020
Email Address: jasonharris39@gmail.com

1968 VW T2, 14,700 miles, Devon conversion, one owner from new, fully restored, rare find - £39,995
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1972 VW T2, 101,000 miles, Westfalia conversion, original right hand drive, rare find - £32,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

1987 VW T25/T3, 93,000 miles, Devon conversion, immaculate condition in and out - £19,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

2005 VW T2, 17,900 miles, Danbury conversion, four berth, five seats, lots of extras - £27,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

2012 VW T2 4,100 miles, Danbury conversion, ex-demo, lots of extras - £37,995 . Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

2012 VW T2 8,500 miles, Danbury conversion, four berth, five seats, lots of extras - £37,995. Danbury MotorCaravans
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2008 VW T2 12,500 miles, Danbury conversion, four berth, four seats, lots of extras - £29,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

2010 VW T2 25,200 miles, Danbury conversion, privacy glass, alloy wheels and more - £29,995. Danbury MotorCaravans
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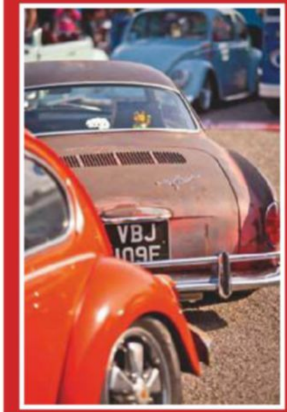
Web: www.danburymotorcaravans.com

2009 VW T2, 54,600 miles, Danbury conversion, rack and pinion steering and more - £29,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

2006 VW T2 20,000 miles, Danbury conversion, TV/DVD system, alloy wheels and more - £28,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com



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Volkswagen Motors Ltd

Establishing the Beetle in the UK took a little bit longer than in other countries. This is the story of Volkswagen's first faltering steps in Blighty

Words
Richard Gunn

By the end of World War II, VW's Wolfsburg factory lay in ruins. It would probably have been the end of the Beetle, were it not for Major Ivan Hirst of the Royal Electrical and Mechanical Engineers, who had enough faith and foresight to restart production and thus, saved Volkswagen.

But Ivan's fellow countrymen were harder to convince. When Sir William Rootes – the head of the Rootes Group, which made Hillmans, Humbers, Sunbeam-Talbots and Commers – visited Wolfsburg shortly after the end of hostilities, he declared it worthless. The Beetle was "too ugly and too noisy" to succeed. History, of course, has proved him utterly wrong, but when it came to the Beetle breaking into Britain, he wasn't far from the truth.

It was British and American servicemen returning from Germany who brought the first VWs into the country. Then, in 1952, AJ Colborne-Baber of Colborne Garages (who had purchased the now-famous JLT 420, a 1947 split-screen Beetle in two-tone blue and would go on to found the Volkswagen Owners' Club of Great Britain) was awarded a limited licence to import Beetles and spare parts. But he was only allowed to supply them to US servicemen, which meant during the year a total of only two were sold.

> "The Beetle was too ugly and too noisy to succeed"

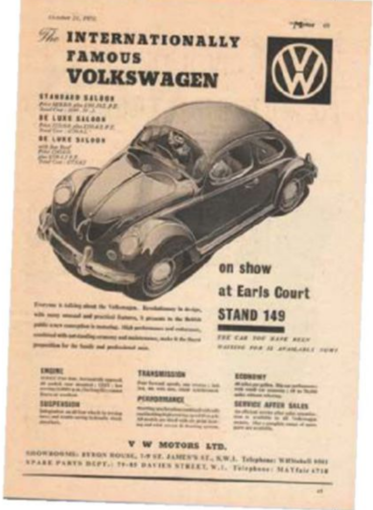
It was in 1953 that Volkswagen Motors Ltd was formed as the official importer of Wolfsburg's products, with Irishman Stephen O'Flaherty in overall charge. He'd previously established an Irish VW import business in Dublin, which partly financed the British operation with a loan. The first, proper offices were above Lotus' showrooms in Regent Street, London.

The first job was to appoint distributors – which fortunately proved easier than expected as the Bradford car company Jowett had just gone bankrupt. Many of them were more than delighted to have something to replace the Jupiters and Javelins they had been selling, rather than go out of business. Two hundred Beetles were initially shipped over from Germany, and because there was no place to store them, the numberplates were put with the cars parked by the kerb in Regent Street. Each one arrived with £10 of spare parts too.

Soon afterwards, a London showroom was opened on St James' Street, which attracted some unwelcome attention. The war had been over for less than 10 years and the Beetles on display in such a busy part of London often attracted anti-German hostility. Cyril R Caridia, the managing director of Volkswagen Motors, remembered an elderly, and somewhat intoxicated, gent from the nearby Bath Club stumbling in one afternoon yelling "Damned traitor!" for selling German cars. He wasn't best pleased when it was explained to him that the fine British car he proudly owned was now made using German presses. There was vandalism as well. At Harwich, the port through which the cars entered the country, almost 75% of the Beetles were being damaged in some way, including batteries placed upside down so that acid leaked all over the floors. Volkswagen Motors ended up having to charter a ship to bring the cars directly to London so distributors could drive them away.

In 1953, 945 Volkswagens were sold in the UK. The 1954 figure was 3260, and then around 5000 per annum for the next few years. In 1959, 9227 found British homes. This rise was largely driven by word of mouth from satisfied and enthusiastic owners, for there was precious little advertising in those days – the robustness and reliability of the vehicles simply spoke for itself, in a country already full of small cars which weren't always made to quite the same quality. By the mid-1960s, VW had captured 38% of the imported car market. And any prejudice was rapidly disappearing; Princess Margaret and Lord Snowdon owned a Type 2, as did Peter Sellers. Sean Connery had a Beetle. So, appropriately enough, did John Lennon, although it was for his wife Cynthia to drive.

There are now over 200 official Volkswagen dealers in the UK and, while the company is going through something of a hiccup thanks to the emissions scandal, the marque is still popular in Britain. And it now owns Bentley too. That would please the drunkard from the Bath Club even less... ■



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> Beetle sales were slow in the UK at first, and the cars faced opposition. But they got there in the end

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